Report of the Committee of the
Bengal Chamber of Commerce
1884 and 1885-86

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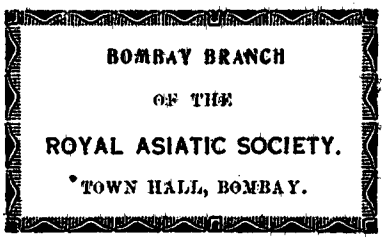

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REPORT

OF

THE COMMITTEE

OF THE

BENGAL CHAMBER OF COMMERCE.

133023

From 1st January to 31st December 1884.

T. 517

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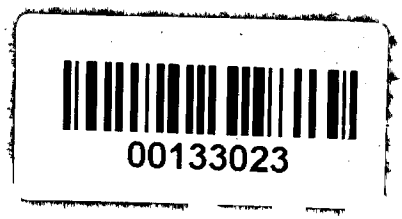
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Proceedings of a General Meeting of the Bengal Chamber of Commerce, held on Saturday the 28th February 1885.

THE Annual General Meeting of the Members of the Bengal Chamber of Commerce was held at the Rooms of the Bonded Warehouse, on Saturday last, at noon, Mr. J. J. J. Keswick, President of the Chamber, in the Chair.

The CHAIRMAN, in opening the meeting, spoke as follows:—Gentlemen, the Annual General Meeting of members of the Bengal Chamber of Commerce has been convened earlier than usual this year, as the Committee desired that it should be held before the departure of Mr. Wood who, after having so worthily filled the office for 31 years, retires to-day from the Secretaryship. I am sure we are all very sorry to say good-bye to our old and much esteemed friend, and hope that his health will soon be completely restored, and that he will live long to enjoy in the old country his well earned retirement. A resolution in connexion with his long and valuable services to the Chamber will be put before you later.

The Committee of the Chamber and the Directors of the Bonded Warehouse, after advertising for a successor to Mr. Wood as Secretary, both to the Chamber and the Warehouse, met together on the 13th instant; and out of the 19 applicants for the post elected Mr. John F. Rutherfoord, who has been well known to many of us while he was a member of the firm of Messrs. Hoare, Miller and Co. and since. You will be asked to-day to confirm his appointment.

The subject of railway extension in India has this year again the first place in our report, and I think its importance entitles it to that position, for, unless there be a determined move to increase and extend commercial lines of railway, the commercial development of the country must continue slow and unsatisfactory. We have all read what the Select Committee appointed by the House of Commons have reported regarding railway extension, and have noted their conclusions that larger borrowings for the construction of public works in India may safely be resorted to, and that the bulk of the railways to be made should be self-supporting, and not a burden on the tax-payer. If the conclusions arrived at by the Select Committee be acted up to, a great impetus should be given to railway development in

this country. The Select Committee recommended that the decision as to larger borrowings should be left in the hands of the Secretary of State, and we must watch and see that more is done in the construction of commercial lines than for some time past, and remonstrate, should satisfactory progress not be made, always provided good and sufficient reasons are not apparent for want of progress. The Bengal and North-Western Railway was opened a month ago, and we learn that a Company is being promoted for the construction of the Bhopal-Jhansi, Gwalior-Cawnpore line, while a section of the system from Cawnpore to Kalpi is in hand. The Jhansi-Manickpore line is at present under construction by Govern ment, or was until a few days ago. A telegram in to-day's paper says work has been suddenly stopped, and we are told that the Kutni-Oomeria section of the Bilaspur-Etawah line, which is expected to cheapen coal on the Great Indian Peninsula and Bhopal extension railways, has been provisionally begun as a State line, pending the formation of a Company to take up the entire project. But we are more concerned on this side of India with what will help us here, and I am glad that the Nagpur-Bengal line is in progress, and I would ask those

gentlemen who have not already read the two despatches which appeared in the *Gazette of India* of the 14th instant to read them. There can be no doubt that this line will be of much importance to Calcutta. Some of us had the pleasure of being present on the auspicious occasion when our new Viceroy, Lord Dufferin, opened the Tarkessur Railway, promoted by the enterprise of our late President Mr. Robert Miller and a few friends, and I hope this little line, which is doing so well, is the beginning of a new railway system to Upper India, and will be extended ere long. You may have noticed how strongly the Chairman of the East Indian Railway Company expressed himself at the meeting of the Company, held in London, on 3rd July last, on some remarks made by me at the annual meeting of the members of this Chamber on 29th May 1884. I regret that my further enquiries do not enable me to withdraw what I then said. I would have been very happy to have withdrawn my remarks, had I found that further enquiries did not fully justify them, and would have been glad of the opportunity of showing the Chairman that on this side we can with "grace" and courtesy readily acknowledge a mistake. The Chairman seems still quite ignorant of the fact that the block at Howrah was

largely due to the incapacity of the station for the trade it was asked to accommodate, as those of us know who had to go searching along the line for wagons bringing consignments to us. Surely it was the duty of the Railway Company to have acquired sufficient space for the proper discharge of the goods it carried. I stated in my last address to this Chamber that sanction had been obtained for wet docks to be built at Kidderpur, and that the new bridge over the Hooghly, at Hooghly, would connect the East Indian Railway with them. At the request of the Government, the Chamber appointed two members to the Dock Committee, so that it was represented on the Committee which unanimously recommended docks at Kidderpur. There has been much writing lately against the construction of wet docks. It is said that they are unnecessary, and will be a great burden on the trade of Calcutta. Now I like to see all schemes involving the expenditure of much money fully criticised, and though the delay in the criticism on this occasion is much to be regretted, I am not sorry to see it, even at this late hour. Late we must call it, coming as it does, 16 months after the report of the Dock Committee was issued, and 11 months after the sanction of the Secretary of State was obtained. The Committee of this

Chamber had a copy of the Dock Committee's report before it, on 18th October 1883, and I find that no less than 90 copies of that report were then received by the Chamber from the Port Commissioners for distribution, all of which were distributed among members, while those firms that do not belong to the Chamber were furnished with copies from the Port Commissioners direct. I learn, too, thatt he daily newspapers, the *Englishman*, *Indian Daily News*, *Statesman* and *Pioneer* were at the same time furnished with copies. Criticism at that time would have been most acceptable and more useful than now, but I do not remember one dissentient voice. Even now, if the arguments against the scheme persuaded me that docks were unnecessary and would become a burden on trade, I would not hesitate to advocate their being stopped, even if the expenditure incurred and involved be not less than 50 lakhs of rupees. I am certain, however, that there is needless alarm. I am not one of those who refuse to believe in the revival of trade, and who consider that because of the forward strides made by Kurrachi and Bombay, Calcutta has entered on a permanent decline. The docks will not, in my opinion, be a burden on trade, but the reverse. They are bound, however, to strike a heavy blow at cargo

boats, and I am sorry that this is inevitable, for I dislike to see any persons' interests injured. Cargo boat owners, however, have had some good times, and are only now feeling the general trade depression which is affecting us all. I am told we cannot count upon the docks being finished under four years, and I have no doubt there will be good times again before then, while if we have the ordinary expansion of trade, there should still be profits to be earned after the dock to be first built has been opened. I expect that the Nagpur Bengal Railway, which will be open before then, will bring a large increase to our exports. The knowledge that a wet dock is under construction will no doubt tend to prevent the present fleet of boats being added to, a circumstance which will also tend to maintain the value of those existing. The number of licensed cargo boats on the Port Commissioners' register, on 31st January last, was 4,951, and you can calculate for yourselves what the up-keep of these boats costs the trade of the port. Allowing for crews and maintenance of boats in repair, I do not suppose the fleet is kept up at a less cost than Rs. 60 per month per boat, or Rs. 720 per boat per annum, which means Rs. 35,64,720 on the trade of the port annually. The interest at 4½ per cent. on two crores of rupees to be spent

on one dock will be an annual charge of Rs. 9,00,000, which, examined beside the above, does not look so formidable. I cannot say exactly what proportion of the above Rs. 35,64,720 is chargeable to the export trade, but it cannot be small, and in stating these figures I allow nothing for interest or profit. I have looked at the figures in the memorial to the Lieutenant-Governor, which is now being circulated against the docks, and I believe the shipping charge therein stated will be found about right, while the hire of boats is low, the shipment prompt and circumstances otherwise favourable; but I do not think it will be found right if taken as the average cost per ton of shipping what Calcutta exports in the year. One of the largest exporters here said at the time the Dock Committee was sitting, that he considered a charge of Re. 1 per ton for shipping his goods through the dock sheds and over the quay wall into the ships so moderate that his business would pass that way. He, and others consulted, also said that the advantage of export sheds at docks with large accommodation, where a vessel's cargo could be received, assorted, and made ready for her before she arrived, would be immense, both to shipper and shipowner, and would ensure the docks being made great use of. With docks, people will

always know what their shipping will cost them, and where to send their stuff, and you will find that cargo will be handled less frequently than at present. There seems to be an idea about that any cargo sent into docks for shipment from boats will have to pay Re. 1 per ton also, but this is not so ; 2 annas per ton will cover cargo from boats. That the docks will be a great boon to shipowners and make the port popular I have not the shadow of a doubt. Time is money to a shipowner, and when he can send his vessel into dock to discharge and load any class of goods in a few days, you will find that he will wish to do so instead of keeping her lying in the stream as a storehouse for cargo, and when native boats coming through our canals with grain, seeds, &c., from the eastward, can discharge and load without having to enter, and incur the dangers of the Hooghly, you will find, in my opinion, that the trade in salt will be steadier all the year round than it is now. The facilities given for rapid discharge and loading will, in fact, considerably cheapen the port to ships, and I may mention that the charge of one rupee per ton for cargo passed through the sheds and over the dock quay was calculated to cover the cost of putting them into the ship. Not the stowage however. In mentioning stowage I may make another

point in favor of the docks, and that is, that with cargo ready in a shed, the Captain of a ship will be able to take it as best suits his vessel for stowing, instead of taking it as it comes, which he is obliged to do at present, and will thus be able to make his ship carry more to the benefit of his owner. The number of disputes that will be avoided and the paying for shorts that will be saved, through shipping from well arranged sheds, ship agents can calculate. At the present time, when the hire of cargo boats is low, we are inclined to forget the past, when we would have been glad to have had the docks, and when we laid geat blame on the Port Commissioners for placing us at the mercy of the cargo boat owners. I find that this Chamber, through Mr. Secretary Wood, on 28th April 1877, addressed the Vice-Chairman of the Port Commissioners as follows :—

"I am directed by the Committee of the Chamber of Commerce to hand you copies of two letters received by them on the subject of the extortion of the boat proprietors.

2. "During the pressure caused by the famine requirements, these boat proprietors were justified in raising their rates of hire; but now that this demand is over, there has been an evident com-

bination among them to continue these exceptionally high rates, preferring to let their boats remain idle to letting them out at a reduction on the former rates. The exporters are either forced to yield to this extortion or allow the goods to remain in the railway station or their own godowns atruinous loss to them in the shape of rent and interest.

3. "This is a matter that seriously affects the shipping interests of the port, and one, the Committee think, quite within the province of the Port Commissioners to remedy if in their power.

4. "I shall be glad if you will lay this matter before the Port Commissioners at their next meeting, and favour me with their decision for the information of the Committee and members of the Chamber."

I have heard it said that at that time a prominent opposer of the present dock scheme addressed the then Viceroy direct about the neglect of the Port Commissioners in having permitted the trade of the port to be at the mercy of the cargo-boat owners. I think when the dock is completed, we will not be able to lay such a charge against the Port Commissioners. I have reason to believe that by that time, not only will the whole railway system now existing be

connected with the docks, but that all the mills and jute presses on this side of the river will have the opportunity of connecting themselves with that system, and of so being connected with the docks also. The most of the mills and presses on the other side of the river will have similar facilities. Those at and below Howrah, however, are not conveniently situated to get much advantage from such connection with the docks. Then you may depend upon it that much of the canal-borne trade, which is little short of that by the railways, will find its way to the neighbourhood of the docks in the first instance, and that with the revival of trade new jute presses and mills will be built there also. One thing should not be lost sight of, and that is, that the docks, not being in private hands, will not be worked to pay a dividend, but only to return the interest on the money invested and the cost of management, and my belief is that the advantages of docks will be found so great by shippers, that more cargo will be shipped through them than the Dock Committee estimated, thus enabling a smaller tax than one rupee per ton to give an income sufficient to cover all charges. I notice that the Port Trust has come in for a good deal of abuse of late, but we cannot but admit that the Commissioners have done, and are doing, a great deal for Cal-

cutta. I mentioned in May last that Calcutta had become a free port through their management, and that the reduction made in port charges in ten years represented, on the present net tonnage of sea-going vessels entering the port, a saving of about Rs. 7,50,000 per annum. There was a strong feeling against jetties in the port to begin with, yet what excellent service have they done, and the value of having them in the Port Commissioners' instead of in private hands, was very apparent during the Madras famine, when the charges were not increased, notwithstanding the clamour for accommodation and the higher freights which vessels loading at the jetties could at that time command.

Those who are alarmed at the very idea of attempting to construct docks in soil, such as they consider might be expected at Kidderpore, will be interested to hear that the excavations already made for the dock wall there show good hard clay, perfectly dry, at a depth of 30 feet, and justify the expectation that the whole work will be completed without being troubled with water or bad foundation.

Into the sanitary question I need not enter. Suffice it to say, that no less an authority than Dr. Norman Chevers and other medical men are

satisfied, that wet docks at Kidderpur will in no way endanger the health of Calcutta, and by using earth from the excavations for the filling up of old tanks and cess-pools, they think the health of the city and suburbs can be much improved. There appears to be an idea about that the docks will be reservoirs of foul and stagnant water, but the arrangements are such, that the water pumped into the docks will be purer than that in the river, and will be changed to some extent daily. The water will be pumped in at the end next the canal, and discharged into the river at the other end. I notice that some of our friends desire to have docks constructed nearer the sea, and speak of Diamond Harbour and the Mutlah. Have they thought of the inconvenience of keeping up establishments down there? I maintain that docks in these places would either prove great failures, or would prove most injurious to the value of property in Calcutta itself. I may mention that you would not get over the dangers of the Hooghly by going to Diamond Harbour. In going into figures, when on the Committee on Docks at Diamond Harbour, I found that of 26 wrecks in the river in 20 years, only 10 had occurred above, while 16 had occurred below Diamond Harbour.

Some of our Manchester friends here know that Manchester men at home consider that the advantage of being able to load their goods into the steamers at their city instead of having to despatch them to Liverpool by rail would be so great, that they are prepared to construct a canal at enormous cost to bring the vessels inland to their doors.

I say let us concentrate the trade, and it will be conducted cheaper for everybody, and will increase the wealth of this city, and enable it to be made, in sanitation and otherwise, what it should be.

Somebody wants to know where the money is going to be got for the undertaking at four and a half per cent. Well, I hope from the Government. I was on the Dock Committee, and the scheme, which has been commenced, has been entirely based on the belief that money can be got at that rate. Had the Port Commissioners been allowed to borrow in London under Government guarantee, they could have got it for less. Under Government guarantee here, if they could get it at all, it would only be at a rate which would seriously injure the whole scheme. Why Government should think of guaranteeing a loan of about two crores for one dock, or three for two, were the larger scheme of the two gone

on with, and have money raised at, perhaps one per cent. above what they could raise it at themselves, thus depreciating their own paper, and the Port Trust Debentures already issued, as well as making a guarantee necessary for further Port Commissioners' loans, is one of those conundrums which, I understand, the Government here give up, and which can only be answered by the Secretary of State and his Council.

I am sorry to have taken up so much of your time in speaking of docks, but they are a burning question at present, and there is a good deal of misapprehension about them, which I hope, what I have said, may help to remove.

There is general disappointment with the delay which is occurring in providing the depôt at Budge-Budge for the petroleum trade, but I am able to say that the land is now being acquired, and that the buildings will be pushed forward rapidly as soon as possession of it is obtained. I would mention, with reference to the Chamber's circular of 6th instant, relative to the proposed introduction of a rule fixing a minimum number of cases of kerosine oil as a fair daily discharge, that the opinions recorded point to 2,000 cases as the minimum that should be decided on, but in

view of improved appliances for discharge, which will be provided at Budge-Budge, the Committee think it will be better not to introduce a rule until the Budge-Budge depôt be ready.

You will note a good deal in the report about pilots and pilotage account which is not satisfactory, but you will be pleased to know that instructions have been given to the Accountant-General to keep a separate account of receipts and expenditure in connexion with the Pilot Service for 1884-85, and that the Chamber will be furnished with a copy of the account at the end of the year. Nothing more has been heard by the Chamber about the transfer of the service from the Port Office to the Port Commissioners.

A movement was set on foot during the year by the Calcutta Municipality to increase the revenue of the town by levying an octroi tax, the same as in Bombay. It was felt by the mercantile community that such a tax would be found unsuited to Calcutta, and I am happy to hear that, beyond two annas per case on kerosine oil, it is not likely to be imposed. The Chamber was ably represented on the Committee, which sat on the question, by Mr. G. H. Morrison.

The Chamber having been courteously consulted by the Corporation of Calcutta in connexion

with the Municipal Commissioners' comprehensive scheme for the sanitary and structural improvement of the city, your Committee recommended the opening of a new wide street in continuation of the Hooghly Bridge road right through Barra Bazar, and on eastward to Circular Road, and the widening of the Chitpore Road and Bentinck Street, and no doubt you will approve.

You will see copies of further letters in the report about jute warehouse license fees. They explain themselves, and the mercantile community has been badly treated in this matter.

Your Committee, in the interests of private trade, found themselves bound to oppose the proposed extension by the Government of the Value-payable Parcel system to parcels booked in London for India. Such extension seems quite unnecessary.

As an International Telegraph Convention will be held in Berlin, in May next, the Chamber addressed the Government of India, in December last, regarding the importance of opposing new restrictions and regulations such as were made in 1879, and which upset all our Mercantile Telegraph Codes and caused us such trouble and expense then. The Chamber has advocated the

reduction of the high rates now charged on Indian messages also. The reply received from the Government is satisfactory.

The Chamber addressed the Government of India in July last, regarding the great block of business in the High Court, and though the letter sent has not yet been acknowledged, I have no doubt it had its weight in procuring the appointment of the three Judges recently added to the strength of the High Court.

The system of authorised measurers continues to give satisfaction, and you will find an interesting report of the Managing Committee at page 170 of the Chamber's report.

There are various other subjects referred to in the report, which do not, however, call for special comment.

I would now say a few words before closing about opening a trade with Tibet, and about putting an end to the anarchy in Upper Burmah. A good deal has been appearing in the papers about trade with Tibet since Mr. Colman Macaulay and a few friends visited the frontier, some months ago, and it seems clear that if a free interchange of trade were permitted, a good deal might be done in tea, tobacco, cotton piece-goods, cutlery, &c., from our, and in wools, skins,

silk piece-goods, and other articles from the Tibetan side. Wool rots in Tibet at present for want of an outlet. We are much in want of further openings for our Indian tea, and if it be true that Tibet already consumes 6,000,000lbs. of tea, as a China paper states, I think there is an opening for some of our Darjeeling production. Probably, our hill teas would soon find favor with the Tibetans. I think it might be possible to secure the relaxation of the present prohibition against British subjects entering Tibet to the extent of allowing our Indian native traders to enter, and that is really all we require. I do not see why our natives should not be put on as favourable a footing as the Nepaulese. What is wanted, I think, is a delegate from the Government of India to Pekin to lay the whole matter before the Government there through her British Majesty's Envoy Extraordinary and Minister Plenipotentiary to China, and to obtain permission for a mixed commission from this political, commercial and scientific, to enter Tibet and arrange with the authorities there for our native traders to have as free access to their markets as the Nepaulese have. The Himalayan Railway makes the Darjeeling route the proper one for trade between India and Tibet, and goods from Canton destined for Tibet, already find

their way, *vid* Calcutta and Darjeeling, to avoid the 1,300 miles land route. I understand that Darjeeling is just about half way between Calcutta and Lhasa, the capital of Tibet.

The Rangoon Chamber of Commerce asked the support of this Chamber in its appeal to Government to put an end to the anarchy in Upper Burmah, and your Committee had much pleasure in supporting their appeal. The state of matters under King Theebaw has long been disgraceful and a reproach to our Government, which could so easily have put an end to such misgovernment, and in my humble opinion, it would have been justified in putting an end to it long ago, in the interests of our Burmese fellow-subjects and of humanity. You will have seen a telegram in to-day's *Englishman*, stating that a British Expedition starts for Upper Burmah on Monday next, but I have heard no particulars beyond what are stated in the telegram.

Mr. Holt Hallett, the traveller, called on me in the beginning of the month and told me of his scheme for a railway from Moulmein to the Siamese frontier. He says the distance is 50 miles, and estimates the cost at 105 to 110 lakhs of rupees. The Siamese would first make a railway up to our frontier, and are indeed ready to make

500 to 1,000 miles of railway in their own country on our undertaking to complete the connection to Moulmein. Mr. Hallet says such a railway would be a great opening to trade, and I have no doubt it would, and it should be thought over, but I fear our political complications are too numerous to permit of anything being done at present.

The election of the Committee of the Chamber will come on in May as usual. The present members are Mr. J. J. J. Keswick, President; Messrs. C. S. Hoare, W. H. McKewan, J.W Ziffo, T. F. Hamilton, and A. F. C. Forbes. The Vice-President, Mr. W. Bleeck, has just left for Europe.

Messrs. Hamilton and Forbes were invited by the Committee to take the places of Messrs. E. E. Bigge and C. Clemm, who have proceeded home, and your confirmation of their appointment is asked.

You will note that the firm of Messrs. C. Marquardt and Co, has been added to our list of members.

I now propose that the report be received and adopted.

Mr. F. E. Patteson seconded the motion, which was put and carried unanimously.

On the motion of Mr. W. Pigott, seconded by Mr. D Cruickshank, the following resolution was then put to the meeting :—

That the retiring donation of Rs. 5,000 and annual allowance for life of £167-10 from the funds and income of the Chamber, voted by the Committee to Mr. H. W. I. Wood, in consideration of his long and faithful service, be, and the same is hereby, authorised and confirmed, and it is hereby resolved to record the Chamber's high appreciation of Mr. Wood's services, and regret that so long and pleasant a connection now terminates.

Carried unanimously.

Mr. Jas. Murdoch then proposed :—

That the Committee's appointment of Mr. John F. Rutherfoord to the Secretaryship of the Chamber be, and the same is hereby, confirmed.

Mr. Frank Whitney seconded the motion, which was also put to the meeting, and carried unanimously.

Next, Mr. J. W. Anderson proposed, and Mr. D. Cruickshank seconded, the following resolution :—

That the conditional election by the Committee of Messrs. T. F. Hamilton and A. F. C. Forbes, as members of the Committee, be approved and confirmed.

Carried unanimously.

With a vote of thanks to the Chair, the meeting then separated.

J. F. RUTHERFOORD,
Secretary.

BENGAL CHAMBER OF COMMERCE.

Report of the Committee from 1st January to 31st December 1884.

THE Committee submit their Report on the principal subjects which have had their attention during the past year.

RAILWAY EXTENSION IN INDIA.

The Committee of the Chamber having regard to the enquiry to be conducted by the Select Committee appointed by the House of Commons to enquire into and report upon the necessity for more rapid extension of Railway Communication in India, and the means by which the object might be best accomplished, thought it desirable to prepare a memorial to the Viceroy and Governor-General embodying the views of the commercial community here on the subject of railway extension in India. This memorial was adopted at a Special General Meeting of members of the Chamber held on 28th February 1884, and after consideration by the Viceroy in Council was forwarded to Her Majesty's Secretary of State for India, and made available by

him to the Select Committee, with whom it was not without weight in the conduct of their enquiry.

On the 28th of February 1884 a Special General Meeting of the members of the Chamber of Commerce was held for the purpose of considering a memorial to His Excellency the Viceroy and Governor-General relative to railway extension in India.

In the absence of the President the chair was taken by Mr. H. B. H. Turner, who, in opening the proceedings, said—Gentlemen, I feel much diffidence in speaking this afternoon, as I have only just been asked to place this memorial before you. Mr. Keswick, our President, would have been here, but he has been called away from Calcutta, and I am afraid that I cannot go so fully into the subject as, perhaps, it is desirable. The Committee of the Chamber have already circulated a letter on the subject of railway extension, and the general feeling appears to be that railways ought to be very materially extended throughout India. There is a general concensus of feeling in favour of the proposals which our Chamber has put forward for the consideration of members. The memorial itself has also been circulated, I understand, and is in the hands of all the members of the Chamber. There is very little, I think, to be said beyond what the Sub-Committee have already put forward; but, of course, any suggestions or alterations which the members consider should be made in the memorial we are quite willing to adopt if it is the general feeling of the meeting to do so. There is, no doubt, that wherever railways have been extended in India there has been a large increase of trade, not only in goods which concern us more particularly, but

also in passenger traffic; and in one railway which has been recently opened—the Central Bengal—I understand that already, although the goods traffic has scarcely commenced, the passenger traffic is certainly going a long way towards paying the working expenses. Hitherto a great deal of time has been wasted in discussions of mode of finance, and in considering gauges,—whether the lines should be broad gauge, or narrow, or metre,—and in that way the promoters have been choked off from putting schemes before the Government. They have been sent from one department to another, until there has been a feeling engendered that railway promotion is not desired by those in authority, and in that view the Sub-Committee have ventured to suggest that the Select Committee be requested to consider whether some rules should not be laid down within which the Government of India should have absolute discretion, and without reference to the Home Government, to authorise lines to be carried out; and that with the Government there should be associated men interested in railway extension, suited to advise upon both matters of finance and the advisability of trade prospects of the lines proposed. The question of finance is a very wide one, on which there is immense difference of opinion; but it appears to me to be anything but economical to construct railways only from surplus revenue and the famine insurance fund, and that the Government should rather use those surpluses as a margin, as it were, to enable them to guarantee the interest upon loan capital, and that railways should rather be built out of borrowed money than out of the small surplus which occurs here in that form. But the Government seems to me to be very timid in borrowing money. Whether it is

that they have more information than we are able to obtain or what the reasons might be, they have not enlightened us. Then, again, on the question of borrowing, there seems to be a morbid dread of borrowing money out of India, and that all loans should be rupee loans raised in India. That seems to be anything but economical. One generally goes to where money can be had most cheap; and on the question of borrowing in silver or in gold, the Government must clearly see, or ought to see, that no man is going to take the risk of lending in silver without discounting what the risks are. But if the Government here were to borrow in gold from people who lend in silver, they would also have that fear, and will not only discount all probable losses but very often add something more in the way of profit to those who are sending out silver to those who are lending it to the Government; and, in that way, it appears to me that it would be far cheaper to the Government to raise sterling loans in England, and not pay people the profit of lending to the Government any silver. There is one point in the memorial which, perhaps, it may be as well to notice, and that is, the desirability of keeping railway finance separate from the other finances of the country. These are all matters rather of detail and management, which I think may be left—if the Government are willing to carry out our desires—to be worked out by a Select Committee to be appointed to consider the subject. I think I have touched upon all points deserving of remark, and I now propose that the memorial be adopted and forwarded to the Viceroy as soon as practicable.

The Hon'ble Mr. ROBERT MILLER seconded the proposition. He thought the memorial followed the

right plan in avoiding details, and simply pointing out the general principles which should govern the subject of railway extension in India. If they went into details they would be treading upon a good deal of controversial ground, and the matter would never come to a head. What they were concerned about was, that railways should be extended, and the general plan to be followed could well be left to experts who had made the subject their special study. That was the point endeavoured to be brought forward in the memorial, which he hoped would meet with their unanimous approval.

To

His Excellency the Most Honorable the Marquis of Ripon,
K.G., P.C., G.C.B., G.M.S.I.,
Viceroy and Governor-General of India.

The Memorial of the BENGAL CHAMBER OF COMMERCE, in General Meeting assembled.

RESPECTFULLY SHEWETH,—

THAT, in order to secure the adequate development of the material resources of India, it is essential to take more active measures towards generally improving the means of internal communication throughout the country, and especially by a more rapid extension of railways.

On this point Your Memorialists feel that they need do no more than call Your Excellency's attention to the following statistics published by the Financial Department of your Government; which show conclusively the steady growth of the imports and exports of the country, as the various districts have successively been brought into railway communication with the sea-board.

	1869-70.	1874-75.	1879-80.	1880-81.	1881-82.	1882-83.
Railway mileage open ...	4,586	6,332	8,775	9,510	9,906	10,144
Imports of piece-goods, yards	928,044,801	1,052,703,546	1,500,773,981	1,802,506,892	1,646,455,585	1,658,394,010
Imports of iron and steel, tons	90,670	*78,427	110,356	137,432	131,366	*179,686
Total imports—Value £	32,927,520	36,222,113	41,166,003	53,116,770	49,113,374	52,095,710
Exports of wheat cwt.	78,208	1,073,655	2,201,515	7,444,375	19,901,005	14,193,763
„ seeds „	4,379,784	6,074,756	7,246,182	10,303,776	10,482,512	13,147,982
Total exports—Value £	52,471,376	56,359,240	67,212,363	74,580,602	81,968,451	83,485,122
State revenue „	50,900,000	58,920,000	68,140,000	72,150,000	73,690,000	70,195,000

* This figure is incomplete.

Satisfactory as the progress has been, it is little to what may reasonably be expected in the future;—it must not be forgotten how small a portion of the whole area of the country is at present served by the existing trunk lines, it being a fact that there still exists on the map of India a single block as big in area as the whole of France, within which there does not exist a single mile of railway.

Your Memorialists believe that no matter from what point of view the question of railway extension be considered—whether as regards the enhancement of the State revenue; the general expansion of trade and commerce; the encouragement of manufacturing industries, both in India and England; the protection of the country against famine; the improvement in the social condition of the Indian peasant; or the education, in its broadest sense, of the whole of the natives of the country;—the conclusion arrived at is almost certain to be the same, *viz.*, that the whole community is closely and directly interested in the development of cheap communications in India, and in the expansion of commerce that undoubtedly follows directly additional outlets are afforded to the agricultural products of the country.

On the vexed question of gauge, your Memorialists may at once say that in the abstract they have no objection to the metre or any other gauge. They cannot, however, shut their eyes to the ever-increasing volume of testimony as to the actual incapacity of the narrow gauge railways to carry the bulky products of the country in sufficient quantities, and they understand that the statistics which are compiled in the Railway Department

show that, on the average, the cost of carrying a ton of goods, including interest on construction, is materially higher on the narrow gauge lines than on the broad. Both these considerations—the capacity for carrying bulky raw products, and the power of carrying such products at the lowest possible rates—most materially affect the development of the export trade of India,

What your Memorialists are unanimous in condemning is a break of gauge on a through trunk line. Letting alone the actual cost of trans-shipment, which of course has its influence on the rates quoted to the public, there is, on the part of the whole commercial community, a complete consensus of opinion that the vexatious delays at the junction;—the uncertainty that exists as to the date on which the goods may be expected to require sea-freight at the port;—the injury sustained from unnecessary handling;—the loss of weight that invariably occurs during trans-shipment;—and too often, the damage from rain or moisture;—more than counterbalance any advantage the public may derive from the saving in the first cost of the narrow gauge lines. The Chamber of Commerce is strongly of opinion that all trunk lines, or connections of limited length between one broad gauge line and another should be of the broad gauge; narrow gauge lines being confined to self-contained areas of the country in which the traffic for many years to come is not likely to afford sufficient employment for a broad gauge line. It may be noticed that in the only cases in which metre gauge lines have been constructed by Government confessedly for State and not for commercial purposes, the inconveniences of a break of gauge

were immediately recognized, and the Indus Valley and the Punjab Northern State Railways were at a great expense subsequently converted into broad gauge lines. Your Memorialists would wish to see the same evils recognised in the case of the commercial lines, and they therefore desire to express a wish that the question of the gauge to be adopted on the Indian Railways may be brought for decision before the Select Committee of the House of Commons now sitting.

As regards the manner in which the capital required for railway extensions had best be raised, the Chamber of Commerce considers that no useful purpose would be served by their putting forward any definite suggestions. The desires of the Chamber begin and end with an extended system of Railways, worked at the lowest practicable rates.

But generally your Memorialists would be glad to see the Government adhere to the economic principle of borrowing in the cheapest market, rupee loans being floated in India to no greater extent than can be absorbed in the country itself without injury to commercial undertakings. Subject to this general principle, the Chamber of Commerce consider it a matter of indifference where the Railway loans are raised, as they are convinced, that, on the whole, taking the bad lines with the good, the Government incur no real financial danger from investing in railways; the net earnings of the Indian Railways as a whole returning a higher rate of interest than that carried by the Government loans.

In the matter of the most desirable agency to employ for the construction of the additional lines required,

your Memorialists recognize that under purely State management the public reaps the whole benefit of the surplus profits earned by the Railways, and also that on State Railways there should be a greater tendency to try experiments towards reducing rates and fares than in the case of lines that naturally have to be worked more in the interests of the shareholders than of the public at large. But allowing this, there are, on the other hand, all the evils arising from a want of continuity of policy, which practically seem inseparable from the conduct of Government business, and of which the present break of gauge in India is only too deplorable an example.

After careful consideration the Chamber of Commerce is of opinion that for many years to come the field will be large enough for both agencies to work in, side by side. While thus recommending the construction of railways by the agency of private Companies, as well as by the State, the Chamber consider that in all cases where lines are given over to Guaranteed Companies, either for construction or for working, the interests of the public should be carefully guarded :—

1st—By Government retaining in their own hands the right of fixing maxima rates for the carriage of cheap staples,

and 2ndly—In the event of a line earning more than the guaranteed interest, by Government sharing with the Company the surplus profits. As it appears to the Chamber that the tendency of private enterprise will obviously be to select the best paying

lines, leaving the ones not so likely to pay for the direct construction of Government, the division between the Government and the Company of the surplus profits seems an essential condition to the employment of private enterprise, for it is only in this way that the construction of railways can be committed to Guaranteed Companies without the railway system as a whole becoming a burden on the taxation of the country. In all cases Government should secure a share of profits in proportion to the risks entailed by the guarantee.

Subject to these conditions your Memorialists see no objection to private Companies being given a continuous guarantee, and they consider that without such a guarantee sufficient capital for the railway extensions required by the country will not be attainable.

While on the subject of private enterprise, your Memorialists would venture to suggest that the Select Committee be requested to consider whether rules might not be formulated, describing the terms on which Government was prepared to encourage the construction of railways in India by private enterprise; and so avoid the vexatious and avoidable delays to which promoters of railways in India have hitherto been subjected.

Your Memorialists think it is highly advisable that certain general principles and a certain limited scope of railway extension should be sanctioned by the Secretary of State, that within these limits the Government of India should be empowered to deal finally with all railway schemes as proposed, and that selected Members

of the Banking, Commercial and Trading Communities (with mere consultative functions), whose financial experience would be valuable in dealing with railway schemes proposed in different parts of the country should be associated with the Government. The appointment to the Council of the Secretary of State for India of a greater proportion of Members representing the trade and commerce of the country also appears to the Chamber of Commerce to be desirable.

In conclusion, your Memorialists pray that as the questions herein referred to are of the utmost importance to the welfare of Her Majesty's subjects, both in India and in England, they may receive Your Excellency's earnest and careful consideration.

For and on behalf of the Bengal Chamber of Commerce.

H. B. H. TURNER,

Chairman of a Special General Meeting of the Chamber held on the 28th day of February 1884.

H. W. I. WOOD,

Secretary.

From the Private Secretary to H. E. the Viceroy, to Secretary, Chamber.

1*st March* 1884.

I have the honor to acknowledge the receipt of your letter of yesterday's date, forwarding a memorial addressed by the Bengal Chamber of Commerce to the Viceroy, relative to railway extension in India; and to state that I have laid the memorial before His Excellency, who desires me to say that it shall receive the most careful consideration of himself and his colleagues.

From Government of India to Chamber.

No. 247 *R. C.—Simla, March* 1884.

I am directed to acknowledge the receipt of your letter of the 29th February 1884, to the address of the Private Secretary to His Excellency the Viceroy, and, in reply, to inform you that your memorial on the subject of railway extension in India has been forwarded to Her Majesty's Secretary of State for India.

From Chamber to Government of India.

Calcutta, 13*th December* 1883.

I am directed by the Committee of the Bengal Chamber of Commerce to state that they have reason to believe that a Parliamentary Commission will shortly issue to consider the subject of the extension of Railways in India; and in view of this I am desired to say that the Committee would be glad if the

Government of India would think fit to appoint one of its officers to confer with them in regard to the general question of railway extension.

From Government of India to Chamber.

No. 54 R. C.—Fort William, 19th January 1884.

Referring to your letter of the 13th December 1883, I am directed to inform you that the Government of India is pleased, in furtherance of the wishes of the Bengal Chamber of Commerce, to depute Major Conway Gordon, who is expected to arrive in Calcutta before the end of this month, to confer with them in connection with the question of railway extension in India shortly to be considered by the Parliamentary Commission appointed by the Home Government.

TRANSFER TO THE PORT COMMISSIONERS OF THE EAST INDIAN RAILWAY CO.'S WHARVES AND RECLAMATION WORKS AT HOWRAH.

The Port Commissioners while constructing works on the Howrah foreshore for the accommodation of boats engaged in the export traffic, asked the support of the Committee of the Chamber to an application made by the Commissioners to Government for the transfer of the railway wharves to the Port Trust. But the Committee, while much appreciating the accommodation be-

ing provided by the Port Commissioners for the export trade of the Port and concurring with them in the view that it was desirable to have all the wharves on the Howrah foreshore under one management, could only see their way to support the application on the express understanding that the transfer of the railway wharves to the Port Trust would not entail any extra burden on trade now or in the future.

Ultimately an arrangement was come to between the Port Commissioners and the East Indian Railway Company, by which the former allowed the Railway Company the use of their embankment, road, and wharf along the Howrah foreshore from Ramkristopore to ShalimaPoint—a distance of about two miles—the Railway Company agreeing to connect the Port Commissioners' Shalimar Railway with the East Indian Railway and to connect it in the usual way. Goods brought down by the East Indian Railway will thus be able to be delivered from the Railway wagons into boats at any point along two miles of foreshore instead of being crowded on to the short frontage formerly used by the Railway Company. The Port Commissioners will charge no dues on the foreshore for railway-borne goods, but the present terminal charge of

Re. 1 per 100 maunds will be continued until the liquidation of the Bridge debt and divided between the Port Commissioners and the Bridge Commissioners, and after liquidation of the Bridge debt the terminal charge will be maintained at the same or such lower rate as may be determined.

From Port Commissioners to Chamber.

No. 3188—*The* 23*rd November* 1883.

I AM directed to forward herewith, for the information of your Committee, copy of a letter which the Port Commissioners have recently addressed to Government on the subject of the works for the accommodation of the boat export traffic now under construction on the Howrah foreshore. From this letter it will be seen that the Commissioners are desirous of giving every facility to the trade of the Port; but they deprecate anything like a divided agency for carrying out necessary works, and from actual experience are impressed with the view that such a division will not conduce either to efficiency or to economy. Any unnecessary expenditure whether ncurred by the East Indian Railway Company or by the Port Commissioners must fall ultimately as a charge against trade, and for this reason it is advisable that all such expenditure should come under the management of one body, and that body should be the body responsible for the working of the Port as a whole. The Commissioners trust that your Committee will take this view of the question, and that they will address Government in support of the application now made for the transfer of the Railway wharves to the Port Trust.

From Chamber to Port Commissioners.

Calcutta, November 30th, 1883.

I am directed by the Committee of the Chamber to acknowledge receipt of your letter of the 23rd instant, forwarding copy of a communication recently addressed by the Port Commissioners to the Government of Bengal on the subject of the works for the accommodation of the boat export traffic now under construction on the Howrah foreshore, and expressing a hope that the Committee will agree in the opinion that the wharves now being built by the East Indian Railway Company should be made over to the Port Commissioners as the body responsible for the working of the Port, and that thus the evils which a divided agency must occasion may be avoided.

In reply, I am directed to state that the Committee fully concur in this opinion, and will be glad to support the application of the Commissioners for the transfer of the Railway wharves to the Port Trust, but only on the expressed understanding that such transfer will entail no extra burden to trade, present or prospective.

At present the Bridge toll is levied at the rate of four annas per 25 maunds, and if, as is proposed in the Port Commissioner's letter to Government, this be reduced to 2 annas per 25 maunds, while at the same time an additional 2 annas per ton is to be levied by the Port Commissioners at what is now the railway wharf, and at which no charge is now made, it would seem that a shipper over the wharf, after such transfer of the property, would derive no benefit from the reduction of the Bridge tolls.

As regards many articles of export even this small concession would be welcome, and specially so would this be the case as regards wheat, which is already more than sufficiently burdened with heavy charges.

The Committee then, though fully imbued with the opinion that the whole of the works necessary for the accommodation of the Port should be under one agency only, and that agency the Port Trust, at the same time regret they are unable to advocate the transfer of the works in question if such transfer be attended with any additional charge upon the trade of the Port.

From Port Commissioners to Chamber.

No. 3469—*The* 18*th December* 1883.

I am directed to acknowledge receipt of your letter of the 30th November 1883, giving expression to the views of the Chamber on the Commissioners' proposal to take over the wharves and reclamation works constructed by the E. I. Railway Company in front of their premises at Howrah. In reply, I beg to forward herewith a copy of the Resolution which was passed upon the subject by the Commissioners at their last meeting.

Copy of a Resolution passed by the Commissioners at the 408*th meeting held on the* 5*th day of December* 1883.

Read letter from the Secretary to the Chamber of Commerce regarding the Commissioners' proposals to take over the wharves and reclamation works constructed by the East Indian Railway Company in front of their premises at Howrah.

Resolved :—That, in reply to the foregoing letter from the Officiating Secretary to the Chamber of Commerce, a further letter be addressed to the Chamber, explaining that the Commissioners' proposals will, at present, add no extra burden to the trade of the Port, inasmuch as the toll charge of 2 annas per ton of 27 maunds to be levied at the wharves will be covered by a corresponding reduction of 2 annas per 25 maunds in the present terminal Bridge charge. It may be argued, however, that this charge on account of the wharf will be a charge which will be continued after the Bridge debt is paid off, and the terminal charge on account of the Bridge is reduced. This is no doubt true ; but, on the other hand, the trade of the Port, in return for this payment, will get the use of a wharf extending about two miles along the foreshore instead of being confined to the present short frontage; whereas for the payment at present made on account of the Bridge, it practically gets no benefit whatever. A claim will be made upon Government for a reduction of freight, upon the ground that the Port Commissioners will have relieved the Railway Company of all charges in connection with the foreshore, and the Commissioners trust that on this account some concession will be made. But the proposals of the Commissioners tend to directly reduce the burden on the export trade, inasmuch as by the continuation of the railway terminus along the river bank the point of delivery from wagon to boat is reduced throughout, and the minimum distance between the present outer railway sheds and the river. By this arrangement the cost of labor for removing to boats must be considerably reduced, and the loss by demurrage of boats, caused by overcrowding at a limited frontage,

will be obviated. Merchants will also be able to have their own receiving godowns close to the wharf and in direct communication with the railway, so that all risk of incurring demurrage for detention of railway wagons will be avoided. The extra facilities given will fully compensate merchants for the charge made, while the arrangements, if carried out, practically place the whole of the wharves and the charges levied on them under their own control through their representatives on the Trust.

(Sd.) H. J. Reynolds,
Chairman.

From Chamber to Port Commissioners.

Calcutta, 28th December 1883.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 3469, dated the 18th instant, referring to the Chamber's letter of the 30th ultimo, which conveyed the views of the Committee upon the Commissioners' proposal to take over the wharves and reclamation works constructed by the East Indian Railway Company in front of their premises at Howrah, and forwarding, in reply, a copy of the Resolution passed on the subject by the Commissioners at their last meeting.

This Resolution, I am directed to state, has had the careful consideration of the Committee of the Chamber, and I am desired to tender their thanks to the Commissioners for so fully pointing out the advantages which it is represented will accrue to the mercantile community if the Commissioners' proposal be carried out.

These advantages are not under-rated by the Committee, but at the same time I am directed to state that beyond the objection taken to the toll charge of 2 annas per ton to be levied at the wharves, a feeling exists amongst shippers of produce generally that such restrictions will be placed by the Commissioners, upon acquiring the property, as to forms, applications and routine of business generally, and specially as regards working hours, as will practically do away with much of the benefit the extra accommodation will afford. Under present arrangements it appears that consignees of goods arriving by the railway can take delivery of the same and load into boats at any hour of the day or night without let or hindrance on the part of the railway officials, and no extra fees for overtime working are levied, while the generally accepted feeling is that such license will not be continued after transfer of the wharves to the Port Commissioners.

Then as regards the proposed toll charge, the Commissioners' proposal, while it will at present add no extra burden to the trade of the Port, will nevertheless continue the present burden for an additional 2 years or so, since this extra time will be required to liquidate the Bridge debt in consequence of the reduction of the terminal charge from one rupee to eight annas per 100 maunds, and will, moreover, burden the trade with a permanent charge of 2 annas per ton after the bridge toll has been abolished.

From Port Commissioners to Chamber

No. 3760—*The 9th January* 1884.

I am directed to acknowledge receipt of your letter of the 28th December 1883, on the subject of the Commis-

sioners taking over the wharves and reclamation works in front of the railway premises at Howrah, and in reply to state that the Commissioners, having taken the representations of the Chamber into consideration at a meeting held on the 2nd instant, are of opinion that the fear expressed, in para 3 of your letter, as to the restrictions which would be placed upon work at the wharves, on the East Indian Railway Company frontage at Howrah upon the acquisition of these wharves by the Port Trust, is one which can easily be removed. If Government agrees to the transfer of the railway wharves to the Commissioners, arrangements can be made by which the Railway Company will collect whatever charge is made, and goods received by railway may then be shipped at any of the Commissioners' wharves by day or night without any interference on the part of the Commissioners' servants.

From Chamber to Port Commissioners.

Calcutta, 8th February 1884.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 3760 of the 9th ultimo, in reply to their representation of the 28th of December, on the subject of the Port Commissioners taking over the wharves and reclamation works in front of the East Indian Railway premises at Howrah.

The Committee desire me to say that if the Port Commissioners will but arrange for the Railway Company making a reduction in their rates equivalent to the 2 annas the Commissioners propose to charge per ton on all goods passing over their wharves, the Committee will have

pleasure in supporting the Commissioners in their application to Government to have the wharves and reclamation works placed under them.

The Committee only desire to prevent the trade of the Port being burdened with any extra charge after the Bridge toll is abolished.

ACCOMMODATION FOR THE PETROLEUM TRADE.

The question of providing suitable and adequate accommodation for the petroleum trade is fully discussed in the following reports of the Port Commissioners and in the correspondence between them and the Chamber, as well as in the representation submitted by the Chamber to the Government of Bengal; and it is a matter of satisfaction to your Committee to be able to state that sanction has been given to the formation of a Depôt at Budge-Budge, at a convenient distance from Calcutta.

The destruction of the ship *Aurora* in December 1883, at her moorings at Garden Reach, emphasized the necessity for the speedy establishment of a depôt at a safe distance from Calcutta, and the Committee believe that the Port Commissioners have received the sanction of Government to their making all arrangements to that end.

From Port Commissioners to Chamber.

No. 3509—*The 20th December* 1883.

I AM directed to inform you that at a meeting held yesterday the Commissioners had before them the report of a Committee appointed to consider the question of providing suitable and adequate accommodation for the petroleum trade of the port. In adopting this report, the Commissioners ordered that a copy should be forwarded for the information of the Chamber, with a request that you would be good enough to favor the Commissioners with an expression of the opinion of the Members of the Chamber upon the proposals and recommendations made in the report.

ACCOMMODATION FOR PETROLEUM TRADE.

Report of the Committee appointed at the 408th Meeting.

WE have carefully considered the papers in regard to the question of providing accommodation especially for the petroleum trade of the port, which have been submitted to the Commissioners and referred by them to us for report.

2. In paragraphs 19 to 25 of the report submitted by the Special Committee appointed by Government in February 1883, recommendations are made regarding the site within port limits which was considered most suitable for the purpose of a petroleum wharf. The ground below Meteabrooj Ghat is recommended as the most convenient site, and rough estimates of the cost of acquiring the land and constructing pontoon landing

stages and sheds for the storage of petroleum are included in these paragraphs. The estimates, however, are put forward by the Committee as "conjectural," and are based on figures prepared in the Port Commissioners' office. These figures were revised as carefully as possible, and, as revised, were submitted to the Commissioners at the four hundred and sixth meeting, in a note by the Vice-Chairman, copy of which we append to this report. The revised estimates contemplate a capital expenditure of Rs. 4,45,550 on the site below Meteabrooj Ghat selected by the Committee. Of this expenditure Rs. 3,39,550 would be spent in providing the necessary landing stages and sheds, leaving Rs. 1,00,000 to be spent in acquiring the land and Rs. 6,000 in filling up tanks on it. With this capital expenditure it is estimated that accommodation would be afforded to about 27 vessels bringing 900,000 cases of petroleum, that is the number of vessels bringing petroleum cargoes and the quantity of oil brought during 1882.

3. On looking more carefully into the subject we have come to the conclusion that the cost of acquiring the necessary land at Meteabrooj has been under-estimated, and that the extent of the accommodation proposed is quite inadequate to the wants of a trade which has so rapidly increased of late years and is likely to still further increase. The landing stages would be sufficient, and the sheds, if used only as transit sheds, extensive enough, to accommodate perhaps double the number of vessels ; but in order to work such an increased trade it would be necessary to have large sheds in close proximity to the wharf available for the storage of oil for a consider-

able time. Without such accommodation the transit sheds would be blocked and the work of discharging stopped, to the detention and cost of the vessels.

4. The petroleum trade of Calcutta has increased from 211,516 gallons in 1875-76 to 12,189,679 in 1882 83. The following are the figures for each year since 1878-79 as given in the trade returns. The great bulk of the oil comes from the United States, only a small quantity comparatively coming direct from England:

Year.	From United States.	From England.
	Gals.	Gals.
1878-79 ...	783,852	293,550
1879-80 ...	3,255,896	440,452
1880-81 ...	3,815,225	402,175
1881-82 ...	5,300,972	475,659
1882-83 ...	12,189,679	727,075

Every year the oil is getting into more general use among the natives, and while it can be supplied at anything like present low prices the consumption is, in our opinion, certain to go on increasing.

5. In an article on the storage of petroleum in a recent issue of *Engineering*, we observe that it is stated that the use of petroleum in England has advanced steadily and rapidly ever since its introduction, about the year 1850, and even now, so far from having attained its maximum, the annual increment is estimated at 20 per cent. An extract from this article is appended for the information of the Commissioners, from which it will be seen that hitherto dealers in petroleum have been

allowed to deal as they pleased with oil which passed the test. The trade, however, has grown to such enormous proportions that the Broad of Trade is anxious to bring all petroleum under new rules, and an Act has been introduced which is opposed by the Metropolitan Board of Works and various local authorities on account of the vast size to which the trade has grown, and the immense sums which have been expended on warehouses and plant by private individuals.

6. The petroleum trade in Bengal is now, comparatively speaking, in its infancy, but it promises in a few years to grow enormously, and arrangements may be made for dealing with the trade now which it would be almost impossible to introduce if action is deferred until after the trade has become thoroughly developed and established. The accommodation that suits the trade now will, we believe, be quite inadequate in a few years, and this fact should be well considered before deciding on erecting appliances for landing or warehouses for storing petroleum in a position where it will be difficult hereafter to acquire land for the extension of the accommodation. We are of opinion that if, in the arrangements which are to be made for the permanent accommodation of the petroleum trade, certain difficulties which have been experienced during the past two or three years in dealing with the importation of petroleum into Bengal can be removed, the trade, relieved from liability to such checks in future, will receive a considerable impetus, and the rate of its development hitherto may be fairly expected to increase rather than diminish. Having regard to this expectation, and looking to the rapid

growth of the trade during the past five years, we are of opinion that the idea of providing the necessary accommodation at Garden Reach should be abandoned. We have come to this conclusion after full consideration of the probable requirements of the trade, and of the fact that the Commissioners have reason to believe that their recommendations in regard to the construction of docks at Garden Reach for the accommodation of the general trade of the port have been accepted by the Governments of Bengal and India. The site selected at Garden Reach by the Committee of last year would in view of the establishment of docks be most undesirable; and it would be impossible to provide upon the selected site suitable accommodation for so large a trade as we have reason to expect. It becomes therefore an absolute necessity to look for a site elsewhere.

7. In paragraph 6 of the letter from the Government of Bengal to the Government of India, No. 934, dated 16th July 1883, which will be found among the papers submitted to us for consideration and report, it is suggested that with the railway completed to Diamond Harbour there is no reason why the petroleum depôt should not be located there; but there are some objections to this. Ships discharging at Diamond Harbour could not have facilities for landing their cargoes, such as stages or jetties, but would have to land in boats—a process involving tedious detention to the ship and risk of damage to the cargo. If Port Canning could be made the depôt, this objection would be overcome, and the railway communication between Calcutta and Port Canning is as complete as that to Diamond Harbour. Port Canning

has, moreover, the advantage of being favourably situated for the great bulk of the imported oil which now finds its way by boats into the districts of Eastern Bengal. The situation at Port Canning offers indeed every advantage, complete isolation from the general trade of the port, and cheaper and more rapid communication between place of landing and the market. The chief difficulty at present would be that of finding export cargo for vessels entering the Mutlah and discharging cargoes of petroleum there. Such vessels would not, as a rule, be able to obtain cargoes of rice, the only export cargo procurable at Port Canning itself; and the export cargo would either have to be sent down from Calcutta or the vessels would have to leave in ballast to get cargoes at Calcutta or elsewhere.

8. We are of opinion that, with the assistance of the Commissioners, this difficulty might be overcome; and in consideration of the importance of making thoroughly adequate provision for a large and growing trade which involves so great a risk as petroleum does, and also of the contingent advantages of opening up a subsidiary port like Port Canning, we have to make the following suggestions as to the manner in which the difficulties in regard to export cargo, water, &c., which vessels bringing petroleum and ordered to Port Canning would be likely to experience could be best met and overcome:—

(1) For the next three years all vessels ordered to Canning to discharge petroleum to be exempt from all charges on account of port dues, and hospital dues, and to be charged for pilotage only half the amount charged in the Hooghly.

(2) Vessels which may have been ordered to Port Canning to discharge petroleum cargoes, and which in consequence of not being able to procure export cargo at that port leave there and enter the Hooghly in ballast to load at Calcutta, should be exempted from all charges for pilotage up and down the Mutlah River, and placed in the position, so far as port and pilotage charges are concerned, of vessels bound to Calcutta and arriving direct at the eastern channel in ballast.

(3) Vessels discharging petroleum at Canning to be free from all restrictions now imposed in the port of Calcutta, and to be allowed to land their cargoes without any previous testing of the oil.

(4) The Commissioners to land all petroleum at their own wharf, and to sample it and obtain the necessary certificates from the Chemical Examiner to Government. But no petroleum to be allowed to leave the Commissioners' premises till certified by a competent examiner as of the proper standard for safe consumption in this climate. The Commissioners to provide warehouses for the storage of petroleum and to undertake the warehousing and delivery upon orders from the importers or consignees of the cargo. Warrants to be issued by the Commissioners for all petroleum stored in their warehouses.

(5) That export cargo for all petroleum vessels sent to Canning should be received by the Port Commissioners at any point on the line of tramway and conveyed alongside the vessel at Canning for Re. 1 per ton.

(6) Receipts for such cargo to be given by the Port Commissioners on the goods being tallied into their wagons, and the Port Commissioners to undertake that bills of lading for such goods would be delivered to the shippers in return for the receipts so granted.

(7) The Port Commissioners to undertake to water all vessels in Port Canning at the same rate that water is now supplied to vessels in the Hooghly, viz., Rs. 8 per 1,000 gallons, and for this purpose to provide water wagons to convey the water by rail to Canning.

(8) That an application be made to Government to make over to the Port Commissioners the whole of the river frontage at Canning for a width of 300 feet from high water mark. This land has now passed into the hands of Government, and it would be a material assistance in developing Canning as an auxiliary port if Government would make over this frontage without charge to the Commissioners.

(9) That the existing jetties now the property of the Rice Mills Company be taken over by the Commissioners. There are five jetties, all of which

with slight repairs could be made available for the landing of kerosine or the shipping of exports. Three of these jetties to be kept entirely for the landing of oil and two for loading vessels. The Rice Company has purchased these jetties from the Port Canning Company for Rs. 7,000 each, or Rs. 35,000 in all, and as they can be of no use to them while the foreshore and moorings are the property of the Commissioners, they would no doubt be very willing to get them taken off their hands.

(10) To facilitate the work at the first opening of the port, the Port Commissioners could be appointed Collectors of Customs at Port Canning, as the Port Officer was during the time when the port was open before. The Commissioners would account to Government for the whole of the import and export cargo, and see that all the provisions of the Customs Act are strictly enforced.

(11) It has not been necessary for the Commissioners to provide tugs in the Port of Calcutta, but in opening a new port like Canning it may be necessary for them to do so, until such time as private enterprise will do all that is required in that way for the trade of the port. In this matter they might ask for assistance from Government. The steamer *Undaunted* is seldom used by Government. She has no regular work beyond towing a pilot brig up or down and tak-

ing pilots to the cruising station occasionally: on the average, work of this sort does not occupy more than three or four days a month, and the Commissioners might undertake to allow such work to be done by the *Resolute*. The *Undaunted* was brought out to Calcutta originally as a tug steamer, and is a suitable vessel for the work; and in consideration of the advantages, direct and indirect, to be derived from the opening out of the Mutlah River, Government might be asked to assist in this matter by allowing the *Undaunted* to work as a tug on the Mutlah river until such time as private enterprise provides the necessary vessels.

9. If these arrangements can be carried out, the money which it is proposed to expend in opening up a petroleum wharf at Meteabrooj, only large enough to meet the requirements of a trade slightly in excess of the present trade, would be sufficient to provide sheds for petroleum and export cargo, and to buy the jetties which have already been constructed and are ready for immediate use, open up the port of Canning, and establish permanent accommodation for the petroleum trade in a position where a large development of this trade could be met without causing any inconvenience to the general trade of Calcutta.

10. For the warehousing of kerosine oil it would be necessary to provide large godowns behind the sheds, into which the kerosine oil would be taken direct from the ship. No oil would be put into these warehouses until cleared by the consignee and certified by the Chemical Examiner as of the proper standard. Oil which would

not pass the test would have to be removed some distance from the warehouses, and the cases there opened, and the oil exposed till the flashing point rose to the required temperature. The cases could then be re-soldered, and the oil taken to the warehouses.

11. For the storage of the oil in these warehouses the charge must be made as low as possible. It is estimated that the stocks in Calcutta at present average about 160,000 cases. The warehouse accommodation which we have provided for in the estimates would be sufficient to accommodate about 200,000 cases, or four full ships' cargoes. This, with the accommodation in the transit sheds, would provide accommodation for the cargoes of seven vessels, or about one-sixth of the trade it is estimated we have now to provide for. This would allow on the average two months to clear each vessel's cargo without causing any block or inconvenience, and would relieve importers from the disadvantage at which they are now placed in being, in most cases, compelled for want of proper accommodation to dispose of their cargoes to arrive.

12. We submit herewith estimates of the cost of carrying out the proposed works, and also of the probable income and expenditure which would result from carrying out the recommendations made by us in the foregoing report.

H. J. REYNOLDS, *Chairman,*
W. DUFF BRUCE, *Vice-Chairman.*
R. MILLER,
J. J. J. KESWICK,
H. B. H. TURNER,
} *Members of Committee.*

From Chamber to Port Commissioners.

Dated Calcutta, the 1st March 1884.

Copies of the report of a Committee of the Port Commissioners appointed to consider the question of providing at Port Canning suitable and adequate accommodation for the petroleum trade of this port, received with your letter No. 3509 of the 20th December, having been circulated among members of the Chamber and others interested in the question, it was considered desirable, before any final recommendation to Government was arrived at, to discuss the matter at a meeting of the representatives of the petroleum trade and of interests likely to be affected by the Port Commissioners' proposal, and the Vice-Chairman was invited to be present on the occasion.

2. A largely atttended meeting was accordingly held yesterday at the office of the Chamber, and after a considerable discussion of the general question and of the various points on which the meeting desired information, the following resolution was submitted :—

"That the Port Commissioners be asked to give the Chamber estimate of the cost of a dock to accommodate three or four vessels at Meteabrooz, which would be preferable to removing the trade in petroleum to Port Canning if the cost be not too great to be borne by the petroleum trade."

3. This resolution was, however, followed by the following amendment which was adopted by the meeting, *viz* :—

"That in the opinion of the Chamber Budge Budge would be preferable to Port Canning, and also to a dock.

"That the Port Commissioners be asked to lay before the Chamber an estimate for the connection of Budge Budge by railway with the Diamond Harbour line."

4. In accordance, therefore, with the desire of the meeting, I have the honor to request you will be so good as to submit this letter to the Port Commissioners, and to move them to furnish the Chamber with the estimate asked for, for the connection of Budge Budge by railway with the Diamond Harbour line.

From Port Commissioners to Chamber.

No. 227—*The* 17*th April* 1884.

In reply to your letter of the 1st March 1884, I have the honor, by desire of the Commissioners, to forward herewith, for the information of the Chamber, a copy of the report of the Committee appointed to consider the best means of dealing with the petroleum trade of the Port. This report which was adopted by the Commissioners at their last meeting contains, as an appendix, an estimate of the cost of connecting Budge Budge with the Calcutta and South Eastern State Railway.

The proposals made by the Committee have been submitted for the approval of His Honor the Lieutenant-Governor.

Report of the Committee appointed in terms of Resolution No. 12, passed at the four hundred and fourteenth Meeting, to confer with the Chamber of Commerce for the consideration of the best means of dealing with the Petroleum Trade of the Port.

The Committee attended a meeting of the Chamber, held on 29th February 1884, and the conclusions arrived at by the Chamber at that meeting are communicated in the following letter—[*already given above.*]

2. The Committee met at the Commissioners' Office on the 6th and 27th of March 1884, and took the foregoing letter into consideration.

3. From the opinions which were expressed by the members of the Chamber interested in the trade who spoke at the meeting, it was clear that there is a very decided feeling against stopping vessels laden with petroleum at Diamond Harbour on account of the risk and expense incurred in landing the oil by boats, and the double handling of the cases which it involves. They would rather have the vessel sent to Canning, where the cargo could be landed direct, than stopped at Diamond Harbour. But the agents of vessels and the importers of the oil agree in preferring Budge Budge to either Canning or Diamond Harbour. The main difficulty which would be experienced at Budge Budge arises from the want of direct railway communication, and the Chamber suggest that this could be met by the construction of a line of railway to connect Budge Budge with the Calcutta and South Eastern State Railway line.

4. Before proceeding to discuss the question of the railway, we have to consider how far Budge Budge is suitable for the kerosine oil trade. So far as the safety of the Port of Calcutta is concerned, there is no doubt that Canning is in every way preferable, but there is a very strong feeling on the part of those engaged in the trade against moving to Port Canning, and the Committee feel that the success of Canning would be jeopardised by the mere fact of the Commissioners working against so strong a feeling on the part of the ship agents and importers as was shown at the meeting of the Chamber above referred to. There are difficulties at present in loading vessels at Canning, and should it hereafter be found that these difficulties are insuperable, it would become necessary to bring the vessels round to Calcutta at a considerable cost.

5. If kerosine oil vessels discharged at Budge Budge, the difficulties of loading could be minimised, as they could there take in ballast and be towed up to Calcutta. All the facilities necessary for a large and increasing trade could also be provided at Budge Budge as well, and almost as cheaply, as at Port Canning ; and if it is admitted that the site is sufficiently far removed from the port of Calcutta to render it improbable that a fire on board a kerosine oil vessel would cause damage to vessels in Calcutta, it appears to the Committee that for the present, in deference to the very strong feeling expressed by those chiefly interested in the trade, Budge Budge should be adopted in preference to Canning. Burning oil from a fire at Budge Budge might on a strong tide reach the shipping at Kidderpore, but it is probable that before it had travelled that distance it would be so broken up that it

would not be likely to cause serious damage. From Meteabrooz, where kerosine oil vessels now discharge, it is only one mile to the Dockyard moorings, and the reach being a perfectly straight one, there is nothing to prevent the fire from getting to the shipping as fast as the tide can take it. But from Budge Budge there are three bends to be got round, so with proper management of the appliances available in Calcutta, we are of opinion that burning oil could be prevented from passing these bends and entering the last straight reach, and so risking injury to other vessels in port. At Canning, on the other hand, special appliances would have to be provided as well as a separate wharf at which export cargo could be shipped in safety.

6. At present, however, nothing can be done at Canning ; the river is not buoyed nor the port declared open, and during this year, at least no vessel can go there. In the meantime the fire on board the *Aurora* shows how imperatively necessary it is to take measures to remove the kerosine oil wharf to a safer distance from the shipping in port. Budge Budge is the nearest point at which such a wharf can be constructed, and it is, we consider, far enough removed to make it improbable that burning oil from a fire on a vessel moored there would injure vessels within port limits. This site also is approved by those interested in the trade, and even if a railway is not at once constructed, the extra cost of bringing the oil to Calcutta by carts or boats would not cause any great increase in the cost of the oil, probably not more than one anna per case. There is a good metalled road to Budge Budge, and the railway is not

therefore an absolute necessity, although it would be a great convenience to those engaged in the trade.

7. The question of removing the kerosine oil wharf to Budge Budge can therefore be considered apart from the question of the railway, and we submit herewith an estimate of the cost of the accommodation we recommend should be provided at Budge Budge. We have had the ground at Budge Budge examined, and find that between the village of Budge Budge on the north and the old fort on the south, there is a piece of ground admirably suited for a kerosine oil wharf, and with a deep water frontage where vessels could be safely moored within a few feet of the bank. Land in this neighbourhood should not cost more than about Rs. 100 per bigah, and if the trade ultimately settles down at Budge Budge, the accommodation can be very much increased at a comparatively small cost. In the meantime we consider that the accommodation to be given should be of the cheapest and most inexpensive kind. The godowns for the storing of oil should be constructed of sâl posts with tiled or corrugated iron roofs, and be built inside of enclosures protected by earthen embankments. The landing-stages must of course be substantially constructed. But they will always be useful, and if it is found hereafter that the site now selected is from any cause unsuitable for the trade, they can be removed. For moorings no provision is made in the estimate, as the moorings recently sanctioned for coal vessels can be laid at Budge Budge instead of in Garden Reach, and the present kerosine oil vessels' moorings given up for coal vessels.

8. Estimates of the cost of constructing the kerosine oil wharf and providing sheds, office and officers' quarters

and landing-stages are annexed, and amount, it will be seen, to Rs. 1,70,000—

Estimate A—Wharf, sheds, and landing-stages	Rs.	1,58,211
Estimate B—Office and officers' quarters	„	11,789
Total ...	Rs.	1,70,000

Estimate A. provides for four landing-stages, each 78ft. × 25ft., connected with the bank by bridges 100 feet long and 8 feet wide. The landing-stages are placed in the centre of each berth, and opposite each berth there is an enclosure surrounded by earthen embankments, measuring 350 feet by 350. In each enclosure two sheds measuring 200 feet by 60 feet, and capable of containing about 50,000 cases each, have been provided for, but there is room for a third shed, if found necessary. The sheds in the four enclosures would therefore be sufficient to contain at one time about 400,000 cases, or the cargoes of, say, seven vessels.

9. For the working of this wharf, we find that the feeling of those engaged in the trade is strongly in favour of their being allowed to find all the labour for discharging the vessels themselves, the Commissioners merely providing the accommodation and charging sufficient to cover interest and depreciation and the cost of repairs and supervision. If no labour is provided by the Commissioners, and no receipts given to the vessel, the cost of establishment will be very small, as it will only be necessary to have a Superintendent to regulate the traffic, to arrange for the letting out of space and the berthing of vessels, drawing the samples, and forwarding them to

the Chemical Examiner for testing, and to look after the property generally. The following would, we think, be found sufficient :—

	Rs.	Rs.
One Superintendent at Rs. 250 to Rs. 350	300	
Two writers at Rs. 30 and Rs. 20	50	
Four peons	32	
Four lascars for pontoons ...	36	
		418
Allow for contingencies ...		32
Total ...		450 per month.

10. The sheds, if constructed in the cheap manner proposed, would not last more than six or seven years, and to meet the cost of renewal a charge of at least 20 per cent. on their original cost would have to be made for depreciation. This on Rs. 48,000 would amount to Rs. 9,600 per annum. On the pontoons a charge of at least 5 per cent. should be made for depreciation. This on Rs. 66,475 would be Rs. 3,320. For general repairs to sheds, roads and banks, a charge of Rs. 5,000 per annum would be necessary, and for interest on an expenditure of Rs. 1,70,000, the annual charge would be Rs. 7,650. As a heavy rate has been put on for depreciation charge, it will not be necessary to provide for a sinking fund. We have provided Rs. 1,000 as an annual payment to place the wharf in communication with the Port Commissioners' Office by wire.

11. The total annual charges would therefore amount to :—

			Rs.
Establishment	...	...	5,400
Depreciation	...	...	12,970
Repairs	...	...	5,000
Interest	...	...	7,650
Communication by telephone		...	1,000
Total		...	31,970

12. To meet this expenditure, we consider that the best arrangement would be to charge the importer six pie per case on the full cargo brought alongside the wharf. This charge to cover rent in the godowns for one month and the use of the landing-stages. In the opinion of the importers now engaged in the trade, the maximum quantity to be calculated upon with safety is 1,200,000 cases, and from this quantity the revenue at a charge of six pie per case would only amount to Rs. 37,500. If the trade increases beyond this estimate, as we anticipate it will, the charge can be reduced; but for the present it should not be fixed below six pie.

13. Vessels discharging petroleum at Meteabrooj are, under the rules now in force, prohibited from landing any portion of their cargo until samples have been tested by the Chemical Examiner and reported as up to a safe standard for consumption in India. We are of opinion that for vessels discharging at Budge Budge this restriction might be removed, and the vessels be allowed to proceed with the discharge of the cargo without waiting for the oil to be tested. Dangerous oil would be safer and less likely to injure other property in a depôt, such

as we have proposed, than afloat, and the samples for testing would represent the whole of the cargo quite as fairly as they do under the present system. No petroleum will be allowed to leave the depôt until it has been certified by a competent examiner to be of the proper standard for safe consumption in this climate. The Superintendent will draw the samples for testing, one case being taken out of every 10,000 cases landed, and forward them to the Government Examiner, and no deliveries of the oil will be permitted until receipt of the Examiner's report on the samples.

14. So far we have only considered the question of constructing a wharf and providing appliances for landing petroleum at Budge Budge, instead of landing it at Meteabrooj, and the probable receipts and expenditure on such a wharf.

15. With regard to the proposal to connect Budge Budge with Calcutta by a railway, the Chamber of Commerce suggest a line between the proposed petroleum wharf and a point on the South-Eastern State Railway. As already stated, we do not consider the construction of this line absolutely necessary. There is, however, no doubt that it would be a great convenience to those engaged in the kerosine oil trade, and as we are also of opinion that it would be a very paying line, we recommend that Government should be asked whether they would be prepared to undertake its construction, or allow the Port Commissioners to extend their line from the new docks at Kidderpore to the proposed wharf at Budge Budge. We understand that it is now proposed to make a branch line from some point on the Calcutta and South-

Eastern State Railway near Ballygunge to Chetla Haut. If this is done, and Tolly's Nullah bridged, the extension to Budge Budge would not be very expensive. The line should be carried close past the Akra brickfield, so that bricks could be conveyed to town by this route instead of by river. If worked in connection with the Port Commissioners' river-side line, bricks could be conveyed by this direct route to the depôts on the river bank where all Government bricks are now landed.

16. To give some idea of the traffic which the proposed line to Budge Budge would have to accommodate, it may be safely assumed that the kerosine oil trade alone will be about 40,000 tons, and after making an allowance for oil leaving the depôt by boats, we think three-fourths of that quantity may be safely calculated upon for railway transit, and for which one rupee per ton could be got without putting importers to greater expense than they incur at present for cart hire from Meteabrooj. The cost of conveyance of bricks by boat from Akra is now Rs. 2-8 per thousand, or about 12 annas per ton. At the Government brickfields the annual outturn is about 300 lakhs, and from private brickfields in the same neighbourhood the annual outturn is about 100 lakhs. With the facilities which the riverside tramway will afford for the delivery of bricks at present depôts on the bank of the river, we believe that a very large proportion of the outturn would use the tramway line in preference to boats. In addition to these fixed sources of income there would be a certain amount of traffic to the Empress and Budge Budge Mills, and no doubt other sources of income from local traffic would develop. The cost of a line 14½ miles

long, to connect Budge Budge with the South-Eastern Railway, including the cost of bridging Tolly's Nullah, would, as shown in estimate D, be about Rs. 11,50,000. But as it has now been decided to extend the South-Eastern Railway to the docks at Kidderpore, the further extension to Budge Budge would only be nine miles, and the cost of this, as shown in estimate C., would be only Rs. 7,50,000 lakhs. The traffic receipts from produce carried over this extension would of course have to be shared in proportion to the capital contributed either by Government or the Commissioners for the existing lines.

17. After considering carefully the several suggestions which have been made for dealing with the petroleum trade, we have come to the following conclusions :—

(1) The general feeling of those interested in the trade of the port is that if the removal of the petroleum wharf from its present position is considered absolutely necessary for the better security of the general shipping of the port, Budge Budge is the most convenient point at which to establish the new petroleum wharf.

(2) In our opinion it is absolutely necessary to remove the landing of petroleum from its present locality, and arrangements should therefore be made at once to put down moorings and construct the landing-stages, wharf and sheds at Budge Budge, leaving the cargoes for the present to be carted or boated to Calcutta.

(3) Vessels discharging petroleum at Budge Budge should commence their discharge at once without waiting for the Government Examiner's certificate ; but no oil

should be allowed to leave the depôt until it has been certified to be of the proper standard for safe consumption in this climate.

(4) An application should be made to Government to ascertain whether Government would either itself undertake or permit the Port Commissioners to undertake the construction of a line of railway to connect the wharf at Budge Budge with Calcutta.

18. If the foregoing conclusions are approved by the Commissioners in meeting, we would recommend that a copy of this report be forwarded to the Committee of the Chamber of Commerce, in reply to their letter dated 1st. March 1884, and that they be referred to the estimates appended for information as to the probable cost of the railway line.

H. J. REYNOLDS.
H. B. H. TURNER.
J. SCOBELL ARMSTRONG.
W. DUFF BRUCE.

ESTIMATE A.—*Of the probable cost of constructing a Wharf for the Petroleum Trade at Budge Budge.*

DETAILS OF WORK.	No.	MEASUREMENT. L.	MEASUREMENT. B.	MEASUREMENT. D.	Quantity.	Rate.	Amount.	Total Amount.
		Ft. In.	Ft. In.	Ft. In.		Rs. A. P.	Rs. A. P.	Rs. A. P.
Land	...	2,640 0	550 0	.....	100 bghs.	100 0 0	10,000 0 0	10,000 0 0
Earthwork—								
West bund	...	1,500 0	27 6	6 0	2,47,500			
East ,, ...		2,000 0	72 0	2 0	2,88,000			
Ditto	...	2,000 0	52 0	6 0	6,24,000			
Cross bunds...	5	290 0	22 0	6 0	1,91,400			
Reclaiming foreshore	...	1,500 0	65 0	4 0	3,90,000			
Ditto low ground	...	.....	.....	.....	1,59,100			
					19,00,000	8 0 0	15,200 0 0	15,200 0 0
Metalling	...	1,500 0	8 0	.....	12,000			
	...	2,000 0	10 0	.....	20,000			
	5	290 0	8 0	.....	11,600			
	24	25 0	8 0	.....	4,800			
					48,400	10 0 0	4,840 0 0	4,840 0 0
Dressing and turfing slopes	...	1,500 0	40 0	.....	60,000			
	...	2,000 0	25 0	.....	50,000			
	10	290 0	15 0	.....	43,500			
	8	340 0	15 0	.....	40,800			
					1,94,300	5 0 0	971 8 0	971 8 0

Drain-pipes—					Ft.			
9" pipes	...	....	.....	.....	50	0 12 0	37 8 0	
12" ,, ...	...	....	.....	.....	50	1 0 0	50 0 0	
15" ,, ...	...	.....	.....	.....	50	1 4 0	62 8 0	
21" ,, ...	...	.....	.....	.....	74	4 4 0	314 8 0	
								464 8 0
Tiled sheds for storing kerosine, at 200′×60′	8	200 0	60 0	.....	96,000	0 8 0	48 000 0 0	
								48,000 0 0
Landing stages—								
Eight pontoons, each 78′×10′+5′	...	.....	.....	.....	.....	1,600 0 0	12,800 0 0	
Four bridges, each 100′ long, in two spans of 50′ each	...	.....	.....	.....	.....	2,780 0 0	11 120 0 0	
Pontoons for ditto. four pairs ...	...	.....	.....	.....	.....	2,850 0 0	11,400 0 0	
Timber-work for stage—					Ft. In.			
Deck	4	78 0	25 0	0 3	1,950 0			
Beams	108	26 0	0 12	0 6	1,404 0			
Fenders	104	5 6	0 8	0 8	254 3			
Do.	4	272 0	0 10	0 10	588 9			
Waling	4	206 0	0 8	0 8	366 3			
					4,563 3	4 0 0	18,255 0 0	
Moorings for stage—					Ct.			
8-25-ct. anchors					200			
640 fathoms. 1¼" chain					480			
Moorings for small pontoons—								
8-15-ct. anchors					120			
8-10-ct. do.					80			
200 fathoms, 1¼" chain					150			
100 do., 1" do.					100			
				Cts. ...	1,130	10 0 0	11,300 0 0	
								64,875 0 0
Attachments for timber works to pontoons at Rs. 400 per stage							1,600 0 0	1,600 0 0
								1,45,951
Add contingencies								12,260
GRAND TOTAL Rs.								1,58,211

ESTIMATE B.—*Of the probable cost of constructing a pucca bungalow for the Superintendent, and huts and out-offices for lascars, peons, &c., raising low ground and making roads, at the proposed Petroleum Wharf at Budge Budge.*

DESCRIPTION OF WORK.	No.	MEASUREMENT. L.	B.	D.	Quantity.	Rate.	Amount.
		Ft. In.	Ft. In.	Ft In.	Rs.	Rs. A. P.	Rs.
Pucca bungalow containing three rooms, each 15′×15′, an office 15′×25′, two bath-rooms, each 8′×8′, and verandahs 8 and 10 feet wide	...	70 0	33 0	.....	2,310	2 12 0	6,353
Huts for peons, lascars, &c., containing eight rooms, 12′×12′, with a verandah five feet wide in front	..	96 0	17 0	.....	1,632	1 4 0	2,040
Cook-houses	3	10 0	10 0	.....	300	0 12 0	225
Raising low ground...	...	200 0	200 0	50 0	2,00,000		
Road	...	100 0	30 0	5 0	15,000		
					2,15,000	8 0 0	1,720
Road metalling	.	550 0	10 0	.....	5,500	10 0 0	550
							10,888
Add contingencies							901
		Total					11,789

ESTIMATE C.—*Of the probable cost of laying Tramway line from the Wet Docks at Kidderpore to the Petroleum Wharf at Budge Budge, with sidings at the Akra Brickfields and Wharf.*

	Rs.	Rs.
Eleven miles of tramway, 5 feet 6 inches gauge, with steel rails, and embossed steel sleepers, including cost of land, culverts, &c., per mile	60,000	6,60,000
One and-a-half miles of siding to Akra Brickfields	60,000	90,000
GRAND TOTAL		7,50,000

ESTIMATE D.—*Of the probable cost of laying a Tramway line to connect the proposed Petroleum Wharf at Budge Budge with the Calcutta and South-Eastern State Railway line at Ballygunge, and providing sidings at the Wharf at Akra Brickfields.*

	Rs. Per mile.	Rs.
Three and-a-half miles of tramway from Ballygunge to the Docks at Kidderpore	80,000	2,80,000
Eleven miles of tramway from the Docks at Kidderpore to the Wharf at Budge Budge	60,000	6,60,000
One and-a-half miles siding at the Akra Brickfields	60,000	90,000
Bridge over Tolly's Nullah... ...	...	1,20,000
GRAND TOTAL ...	...	11,50,000

From Chamber to the Government of Bengal.

Calcutta, 18th September 1884.

In December last the Port Commissioners were good enough to furnish the Chamber of Commerce with copy of a Report of a Committee of their Body appointed to consider the question of providing suitable and adequate accommodation for the petroleum trade of the port of Calcutta, and they requested an expression of opinion upon the proposals and recommendations therein submitted.

Having regard to the considerable proportions which the trade in petroleum had already reached, and to the expectation that its growth would be largely developed, the Commissioners' Committee were of opinion that suitable and adequate accommodation could be easily found at Port Canning, and various reasons were assigned for their recommendation of that place as a fit and proper site for the landing and storage of petroleum cargoes, and for the establishment of a permanent accommodation in a position where a large expansion of the oil trade could always be provided for.

The Commissioners' Committee at the same time recorded their opinion that the construction of a petroleum depôt at Diamond Harbour, as suggested by the Government of Bengal, was open to various objections, and that considerations were generally in favor of Port Canning in preference to Diamond Harbour.

The Commissioners' proposals were duly considered by members of the Chamber of Commerce and others interested in the petroleum trade, and at a special meeting held to

discuss the scheme with the Vice-Chairman and other members of the Port Commission, opinions were expressed unfavourable to both Diamond Harbour and Port Canning; and it was suggested that a locality in every respect well suited for discharging vessels and for the general convenience of the trade could be found at Budge Budge, on the left bank of the Hooghly, about 12 miles from Calcutta, and that if Budge Budge were connected with Calcutta by a line of Railway for transporting petroleum for consumption in Calcutta or for transmission up-country by the East Indian or Eastern Bengal Railway, the requirements of the trade would be amply provided for.

The views of the meeting were duly communicated to the Port Commissioners in the Chamber's letter of 1st March 1884; and in their reply of the 17th of the following month the Commissioners forwarded for the information of the Chamber copies of a Report by a Committee appointed to consider the best means of dealing with the matter, containing estimates of the cost of connecting Budge Budge with the Calcutta and South Eastern State Railway, and of expenditure on land, earthworks, storing sheds, stages, moorings, &c.

It is not necessary to recapitulate the views and recommendations contained in that Report as they are already in the possession of Government, and the Committee of the Chamber need only briefly state that the conclusions arrived at were, that Budge Budge should be adopted in preference to Canning as being the most convenient point at which to establish the new petroleum wharf, that the present landing place for petroleum at Garden Reach should thereafter be closed, and that arrangements be made

at once to put down moorings and construct landing stages, wharf, and sheds at Budge Budge.

The Commissioners adopted the report of their Committee, and submitted it for the approval of His Honor the Lieutenant-Governor.

Taking into consideration the urgency of the arrangements recommended by the Commissioners, not only for the convenience of the petroleum trade, but also for the security of the port of Calcutta against any risk to its shipping by fire breaking out in any oil-laden vessel discharging at the present wharf—and the destruction of the *Aurora*, which took place about that time, showed how imperatively necessary it is to remove the wharf to a safer distance from the port—the Committee of the Chamber are greatly concerned that up to the present no declaration of the purpose of Government has reached them, and that, apparently, nothing has been done to give effect to the recommendations of the Commissioners in a matter which so closely affects a large and important trade and the security of the shipping and property of Calcutta.

The existing accommodation and arrangements are absolutely inadequate to the requirements of the oil-laden vessels which have been long detained in discharging their cargoes, and as several other ships are on their way from New York, the present difficulties will be much aggravated and great loss and inconvenience sustained by all interests concerned.

The Committee of the Chamber of Commerce therefore respectfully request that the subject of their reference may

be promptly attended to, so as to admit of the Port Commissioners' recommendations being adopted with as little delay as possible.

From Government of Bengal to Chamber.

No. 2478^{G}—*Darjeeling, the* 15*th October* 1884.

I AM directed to acknowledge the receipt of your letter of the 18th September 1884, requesting that the recommendations submitted to the Government by the Commissioners for the Port of Calcutta for the construction of a wharf and depôt at Budge Budge for the landing and storage of petroleum imported into Calcutta, may be adopted with as little delay as possible.

In reply, I am to forward to you, for the information of the Chamber, copy of a memorandum from the Municipal Department of this office No. 1347$^{T}_{M}$, dated the 4th September 1884, and to say that the Port Commissioners have been asked to revise their plans and estimates in accordance with the views expressed in that memorandum.

No. 1347*T*—*M. Darjeeling the* 4*th September* 1884.

MEMORANDUM.

THE undersigned has the honour to acknowledge the receipt of the memorandum from the General Department, No. 60, dated the 23rd July last, forwarding certain papers regarding the proposed construction of a wharf and depôt at Budge Budge for the landing and storage of petroleum imported into Calcutta, and enquiring whether the Municipal Department has any objection to the scheme.

2. It appears from the correspondence that the details of the scheme have been worked out by a Committee of the Port Commissioners in communication with the Chamber of Commerce and the chief firms in Calcutta interested in the petroleum trade. The Committee have come to the following conclusions :—

(a).—That the general feeling of those interested in the trade of the port is that, if any change in the position of the petroleum wharf is thought absolutely necessary, Budge Budge is the most convenient site.

(b).—That it is absolutely necessary to remove the landing of petroleum from its present locality, and that works should therefore be taken in hand at Budge Budge.

(c).—That vessels should discharge their cargoes at Budge Budge without waiting for the Chemical Examiner's certificate ; but that no oil should leave the depôt until it has been properly passed.

(d)—That arrangements be made, either by Government or the Port Commissioners, to place Budge Budge in direct railway communication with Calcutta.

3. The Municipal Department fully accepts the first three recommendations of the Committee, which appear amply justified by the growing importance of the petroleum trade, and by the occurrences of the last two years, especially those of the cold weather of 1883-84. The third proposal will afford a great convenience to the shipping inter-

est; and as the amendments which the Government of India have signified their intention of introducing into the existing law will empower the Local Government to deal even more effectively with oil after it has been landed than while it is still afloat, the change recommended by the Chamber and the Port Commissioners will be a great improvement on the existing practice.

4. As regards the fourth proposal, the Municipal Department has no information concerning the proposed construction of a branch line from any point on the South-Eastern State Railway to Chetla Haut, which is referred to in paragraph 15 of the Committee's report. On general grounds, however, it appears desirable, in the absence of any better proposal, to support the Committee's suggestion that the Port Commissioners should continue their tramway system from the Kidderpore Docks to Budge Budge. It is understood that the extension from the Strand Road to the Docks has already been sanctioned.

5. The details of the scheme will no doubt be considered fully in the General Department. There are, however, certain points in which the proposed arrangements seem to be defective, and to these the attention of the General Department is invited—

(*a*).—An important part of the procedure to be adopted in the case of petroleum imported into Calcutta, which fails on examination to come up to the prescribed standard, will consist of its rectification by being spread out and exposed to the air, within a suitable enclosure, and under some sort of cover. If, as happened in 1882,

the greater part of a cargo of petroleum should be found to require rectification, this operation would require a large amount of space. No such building or enclosure has, however, been provided in the plan. It is clearly impossible that the exposure of this oil, which would of course be "dangerous" petroleum, could be effected in the sheds where the ordinary cargoes of oil were stored consistently with the safety of the latter. Neither could it be effected in any place to which the general public had access. It is therefore indispensably necessary that a separate enclosure should be provided for this purpose, equipped with suitable sheds, and situated at a safe distance from the sheds for storage.

(b).—Each enclosure, which is shown in the plan as being 350 × 290 feet, would contain two sheds 200 × 60 feet each, and room for a third of equal size. If the third shed were built, it is clear that the space between each shed could not exceed 42 feet, which does not appear to be sufficient for purposes of safety. In the event of one shed catching fire, the intervening space would not save the other buildings to windward of it ; and this would be the more certain as the sheds which it is proposed to put up are not walled buildings, but mere open sheds, consisting of sâl-wood posts supporting a tiled roof. This is not the kind of building which was contemplated by the Petroleum Committee appointed in February 1883. This Committee recom-

mended that the oil should be stored in godowns "to be substantially built of brick and corrugated iron," which would thus be uninflammable and capable of confining the course of a conflagration.

(c).—One of the other recommendations of the above Committee was that there should be separate godowns for the storage of "dangerous" petroleum. By this expression is meant petroleum which has avowedly a flashing point below that allowed by the law, and is imported under special license for manufacturing purposes. It is perhaps unlikely that any large quantity of such petroleum will be imported, but it seems necessary to make special provision for its storage, as the owners of non-dangerous oil would possibly have a claim to recover damages from the Port Commissioners in case of an accident by fire, if it appeared that "dangerous" petroleum was stored along with non-dangerous oil, and that no special precautions were taken.

6. It is requested that this Department may be favoured with a copy of the orders that may be passed by the General Department in the matter. The original enclosures of the memorandum under reply are returned as requested.

E. N. BAKER,
Offg. Under-Secretary to the Govt. of Bengal.

TO THE GENERAL DEPARTMENT OF THIS OFFICE.

WORKING OF THE BENGAL PILOT SERVICE.

The Committee have again been under the necessity of communicating with the local authorities on the subject of maintaining an adequate number of Pilot Brigs at the Sandheads, and of the insufficient strength of the pilot establishment to meet the requirements of the shipping of the Port.

On these points the Committee have received urgent representation from the Committee of Lloyd's, London, and the Chamber of Commerce of Dundee; and the following correspondence ensued between the Committee and the Government of Bengal, from which it will be noticed that a report on the complaints regarding the working of the Pilot Service has been submitted to the Government of India for transmission to the Secretary of State, to whom shipowners in England had already made representations on the subject.

From Chamber to Government of Bengal.

Calcutta, 4th January 1884.

Under instructions from the Committee of the Chamber of Commerce, I had the honor of addressing you on the 19th of February of last year on the subject of the cruising service of the Pilot Brigs.

From the statement prepared by the Port Officer showing how each Brig was employed during 1882, it appeared that of three vessels then in commission, the *Chinsurah* was condemned on the 24th April of that year as unfit for further service, and that consequently the duties of the cruising Brigs were carried on for the remainder of the year by the *Cassandra* and *Coleroon* alternately, as each had to return to Calcutta and remain there several days for repairs, and that practically only one Brig was available at the Pilot station.

A new Brig had been ordered by Government to replace the condemned *Chinsurah*, but that vessel had not arrived when the Chamber's letter was written, and in her absence the Pilot station at the Sandheads was served by one Brig only.

The Committee direct me to request they may be informed of the present strength of the Pilot Brig Establishment, and if any changes are contemplated with regard to the vessels, the *Cassandra* and *Coleroon*, that have been frequently off the station for repairs, refitting, &c., and generally as to the efficiency of those vessels for the duty they have to do.

While making this application the Committee have been moved by a representation from the Committee of Lloyd's, London, to press upon the attention of the Government of Bengal the question of the adequacy of the Pilot Service; and it will be satisfactory to the Chamber to be in a position to place before the Underwriters of London the fullest information on the subject of their reference to Her Majesty's Secretary of State for India—

copy of which is annexed for submission to His Honor the Lieutenant-Governor, whose early attention to it is respectfully requested.

From Chamber to Government of Bengal.

Calcutta, 17th January 1884.

In the concluding paragraph of the Chamber's letter of the 4th instant reference was made to a representation submitted by the Underwriters of London, relative to the insufficient strength of the Bengal Pilot Establishment for the requirements of the shipping of this Port, and other matters in connection therewith.

The Committee of the Chamber have since received a communication on the same subject from the Dundee Chamber of Commerce, and I am directed to send a copy of it for your information.

The Committee desire me to refer also to the proposed superannuation by Government of several of the senior Branch Pilots, now in active service, under the 55 years rule. Besides being impolitic at such a time as this when the adequacy of the pilot establishment is being called in question, the Committee consider that such a measure will be attended with most serious consequences to the commerce of Calcutta, and they strongly deprecate a weakening of the strength of the present by no means strong pilot establishment by the removal of its ablest and most experienced officers.

The qualifications of a pilot for the proper discharge of his duties in the Hooghly and its approaches can be

only acquired by many years' experience of the difficulties of their navigation, and the removal from the service of men who have acquired that experience will create a void which it will be difficult to fill up.

The Committee trust the Government will reconsider this matter and refrain from making any change until they are in an undoubted position of being able to command the services of men equal in all respects to those whom they purpose placing on the retired list.

From Government of Bengal to Chamber.

No. 345—*The 19th February* 1884.

Dated the 4th and 17th January 1884.

WITH reference to your letters noted on the margin, and enclosures, I am directed to state, for the information of the Chamber, that a report on the complaints made regarding the working of the Pilot Service has been submitted to the Government of India for transmission to the Secretary of State for India, to whom also representations have been made on the subject by shipowners in England.

2. Notwithstanding the endeavours made on the part of the Government to keep up a sufficient supply of pilots at the Sandheads it must occasionally happen that the number of pilots actually there is insufficient to meet an unusual demand; and this, as has already been remarked in a previous communication, is a state of things which no increase in the number of brigs could possibly remedy without an increase in the strength of the Pilot Service,

which it is neither necessary nor advisable to make. It does not appear correct to say, as stated in the enclosures of your letters, that the expansion of the trade of the port has rendered the present establishment of pilots inadequate. The number of arrivals and departures of vessels during the years 1882 and 1883 has been as follows :—

Year.	Arrivals.	Departures.
1881-82	1,074	1,058
1882-83	1,157	1,141

As experience has shown that a pilot can, without difficulty, take four vessels a month, the number of arrivals and departures has never been such as to make a service of 63 pilots, exclusive of 26 leadsmen, insufficient for the work of the port. Moreover, it is clear, from the fact that the junior grades of the Service scarcely earn a fair remuneration, that the present number of pilots is (unless under very exceptional circumstances) more than sufficient for the work of the shipping. If there has been any delay in supplying pilots, this has been due to special and temporary circumstances which would not justify a permanent increase of the strength of the Pilot Service. Besides, any increase in the numbers of the Service must necessarily lead to extra charges on the shipping, of which the mercantile community already complain.

3. There are now three pilot brigs, the new brig having arrived last July, so that in future two brigs will always be at the pilot station, while the third is refitting or undergoing repairs. The *Cassandra* will be carefully examined when she next returns to town, and, if necessary, another brig will be ordered from England to replace her.

4. As regards the loss of anchors, chains, &c., I am to say that in a dangerous river like the Hooghly this cannot be avoided. The safety of a vessel so often depends on the promptitude with which an anchor is let go that it would be unwise to curtail the pilot's freedom of action in this respect, or hamper him by departmental rules which might interfere with his judgment at a critical time.

5. With reference to the complaints regarding the taking of gratuities by pilots, I am to say that the remedy for this evil lies in the hands of the mercantile community. It is to their unwillingness to complain that the evil is due, because unless complaint is made the Government cannot possibly become aware that such malpractices exist. As the mercantile community have the remedy in their own hands, and yet fail to apply it it does not seem reasonable to blame the Government for a state of things which can only exist through the acquiescence of shipowners or agents. The Government has always set its face against the receipt of gratuities by pilots, and has from time to time issued stringent orders in the matter. It may be that these orders have been ineffectual to check the evil; but if the fact be so, it must be attributed solely and entirely to the want of resolution on the part of the mercantile community to help the Government in a matter in which the Government is powerless to act without their help. It may be added, by way of illustration, that, in the only recent case which has come to notice, the Government, in following up the clue which it accidentally obtained, was not altogether satisfied with the measure of assistance afford-

ed by the firm which had paid the gratuity. The charge however, was brought home to the pilot, who was severely punished.

6. With reference to the protest of the Chamber against the enforcement of the 55-year rule in the case of pilots, I am to observe that only one pilot has been so far required to resign under this rule, the orders regarding the second pilot being for the present in abeyance, and that with these exceptions it will be some years before the rule can be enforced against any member of the Pilot Service. It must, moreover, be remembered that stagnation of promotion has long been a source of discontent in the Pilot Service. Memorials have only recently been received from certain members of the Service again complaining of the slowness of promotion, and making suggestions for its acceleration. The Chamber, in commenting on the inadvisability of removing pilots from the Service under the above rule, on account of the many years' experience required to qualify a Hooghly pilot thoroughly for his work, have overlooked the fact that, beginning, as they do, at a very early age, the members of the Pilot Service, if they possess at all the natural qualities essential to the making of a good pilot, have ample time to acquire all the experience that can be needed for the navigation of any class of ships in the Hooghly long before they reach the grade of Branch Pilots or the age of 55. The last man in the grade of Senior Master pilots has completed 18 years' service, while the majority of the pilots of this grade can point to more than 24 years' service. It is impossible to say that pilots of such standing have not had the requisite

experience for the handling of the largest vessels that visit the Port of Calcutta, and the Lieutenant-Governor cannot doubt that competent men would always be available in this grade to fill up any vacancies which might be caused in the Branch grade by the compulsory retirement of those who have reached the age of 55. It is essential, however, to the preservation of a high standard of competency in the Service that a fair rate of promotion should be secured to all its members. If the present stagnation of promotion were perpetuated—and this would be the result of compliance with the Chamber's suggestion—the general efficiency of the Service could not fail to be impaired by the feeling of disappointment and discontent which must prevail among its members. I am further to observe that neither the Local Government nor the Government of India has the power to prolong the service of pilots attaining the age of 55 years, the Secretary of State for India having reserved such power to himself alone.

PILOT BRIGS AT THE SANDHEADS.

From Chamber to Government of Bengal.

Calcutta, 7th May 1884.

The *Englishman* of the 16th of last month contains an anonymous letter on the subject of Pilot vessels at the mouth of the Hooghly, and which has special reference to the new brig which arrived from England about nine months ago to take the place of the condemned *Chinsurah.*

Copy of that communication is hereto annexed for convenience of reference; and I am instructed by the Committee of the Chamber of Commerce to draw your attention to it, as the writer appears to have made particular inquiries into the matter, and to have received information regarding the new brig which, if correct, discloses a state of affairs which the Committee of the Chamber deeply regret.

The Committee had hoped that on the arrival of the new Brig the strength of the establishment at the Sandheads would have been sufficient to meet the exigencies of the service, and that no further representation by the Chamber would be necessary: it is therefore with regret that they are compelled to address the Government in continuation of previous correspondence on the subject.

Replying to the Chamber's letters of the 4th and 17th January last, your No. 345 of the 19th of the following month, paragraph 3, stated "there are now three pilot brigs, the new brig having arrived last July, so that in future two brigs will always be at the Pilot Station, while the third is refitting or undergoing repairs. The *Cassandra* will be carefully examined when she returns to town, and, if necessary, another brig will be ordered from England to replace her."

It appears, however, to the Committee of the Chamber, that if the latest addition to the cruising service is unfit or unprepared to take her place at the Sandheads, and if one of the old vessels is under repairs which may detain her for several weeks, the result will be that the Sta-

tion will be served by one vessel only, and this too at a time of the year when a single brig is totally inadequate to the service required at the Sandheads. The matter is of pressing importance, and the Committee of the Chamber trust that the Lieutenant-Governor will be pleased to issue such orders as His Honor may consider called for under the circumstances now submitted for his consideration.

From Government of Bengal to Chamber.

No. 415$\frac{T}{G}$, *Darjeeling, the 22nd May* 1884.

With reference to your letter of the 7th May 1884, I am directed to state for the information of the Chamber of Commerce, that the anonymous letter on the subject of Pilot vessels at the Sandheads, which appeared in the *Englishman* of the 16th April last, attracted the attention of Government on its publication. Certain portions of the anonymous letter were undeserving of attention, but that portion of it referring to the presence of only one Brig at the Sandheads caused the Lieutenant-Governor to communicate with the Port Officer, who, shortly afterwards, despatched the new Pilot Brig the *Sarsuti* to reinforce the *Coleroon* at the Sandheads, the *Cassandra* being under the usual periodical repairs. By a telegram just received, the Lieutenant-Governor regrets to learn that the *Coleroon* has met with an accident and is obliged to return to town. Telegraphic orders have already issued to the Port Officer to expedite the repairs of the *Cassandra* and despatch her to reinforce the *Sarsuti*.

The *Sarsuti*, I am to add, has been pronounced to be an excellent vessel, some alterations of her internal fittings being alone required. These will be completed when she returns to Calcutta.

In conclusion, I am to intimate that the recent overhauling of the Pilot vessel *Cassandra* has shown that after certain repairs have been completed, she will be fit for service as pilot vessel for the next five years.

PILOTAGE ACCOUNTS.

In continuation of the correspondence contained in their last Report, the Committee submit the further representations made by them on the subject and the reply received from the Government of Bengal. Encouraged by an official return which apparently exhibited a large surplus, after payment of all charges, on account of the pilotage service of the port in 1881-82, the Committee requested to be informed how the surplus for that year, and the annual balance at credit subsequent to that season, had been disposed of. In reply, the Committee were furnished with an account which purported to be a correction of the revised statement previously prepared ; and they were informed that the credit balance which was

at first exhibited had been converted into a deficit by the introduction into the finally revised statement of certain charges which had not been entered in the account first rendered ; and that even that deficit would be enlarged by other items of expenditure in England, the precise particulars of which had not been received in Calcutta.

Orders having been issued for keeping a separate Account of Receipts and Expenditure for 1884-85, the Committee await the statement promised by Government.

From Government of Bengal to Chamber.

No. 1726$^{T}_{G}$, *Darjeeling, the 26th August* 1884.

In continuation of Mr. Bolton's letter No. 879$^{T}_{G}$, dated the 21st September last, I am directed to forward, for the information of the Chamber of Commerce, a copy of the revised statement showing the receipts and charges on account of pilotage for the year 1881-82, from which it will be seen that the account closed with a credit balance of Rs. 7,552-6-2 on the 31st March 1882.

Certain items which should have been debited to the pilotage account were omitted from the statement enclosed in the letter quoted above. These have now been entered in the present account, which, however,

does not include the charges for pensions paid in England to the retired pilots and to the widows and children of deceased pilots, nor the charge for "depreciation of block." If these items were entered there would assuredly be a debit, instead of a credit, balance against the pilotage account.

REVISED STATEMENT OF THE PILOTAGE RECEIPTS AND CHARGES FOR THE YEAR 1881-82.

Statement showing the Receipts and Charges on account of Pilotage for the Port of Calcutta during the year 1881-82.

Receipts.					Remarks.
Pilotage Receipts	8,08,251	15	0		
Lead Money	13,347	1	0		
Miscellaneous	15,437	11	0		
Hire of the Steamer *Undaunted*	2,460	0	0		
Contributions by pilots for pensions of their families.	9,142	3	0		
Total Rs. ..	8,48,638	4	0		

Statement showing the Receipts and Charges on account of

Charges.				Remarks.
Port Officer's Department.				
Port Officer	19,354	13	6	
Assistant Port Officer ..	19,800	0	0	
Clerks and Servants ...	15,644	0	0	
Rent	6,512	6	0	
Contingencies	4,022	11	8	
Service Postage Stamps ...	200	8	6	
Value of Mathematical Instruments	132	10	0	
Dockyard Service and Supplies	115	10	3	
Travelling Allowance ...	88	0	0	
Marine Court.				
Judge	2,400	6	0	
Pilotage, Pilot Establishments and Vessels.				
Branch, Master and Mate Pilot's Allowances ...	53,207	2	3	
Volunteer and Leadsmen's Allowances	20,785	4	2	
Ditto Lead Money ...	3,212	8	0	
Pilotage Allowance to Free List Pilots	3,17,223	7	8	
Do. Licensed Pilots ...	1,54,932	11	10	
Pilot Vessels	46,560	6	4	
Steamer *Undaunted* ...	11,132	11	0	
Value of Medical Stores ...	27	15	11	
Carried over Rs. ...	6,66,635	5	1	

Pilotage for the Port of Calcutta during the year 1881-82

Receipts.					Remarks.
Brought forward Rs.	...	8,48,638	14	0	
Carried over Rs.	...	8,48,638	14	0	

Statement showing the Receipts and Charges on account of

Charges.				Remarks.
Brought forward Rs. ...	6,66,352	15	1	
Moiety of 7th Crew ...	2,200	0	0	
Surgeon at the Sandheads ...	5,678	13	1	
Mess, Passage and Miscellaneous	17,968	14	5	
False Point Light-House.				
Dockyard Service and Supplies	1,900	0	0	
Building and Repair of Ships (Personnel.)				
Steamer "Undaunted" ...	206	15	5	
Pilot Vessels	9,282	2	3	
Building and Repair of Ships (Materials.)				
Steamer "Undaunted" ...	3,488	11	10	
Pilot Vessels	24,783	6	3	
Victuals for Crews of Ships and Vessels.				
Steamer "Undaunted" ...	1,924	8	6	
Pilot Vessels	8,688	1	6	
Coals supplied to Ships and Vessels.				
Steamer "Undaunted" ...	7,825	0	0	
Pilot Vessels	1,351	0	0	
Miscellaneous.				
Hire of Moorings for Sea-going and Inland Vessels ...	1,781	1	8	
Carried over Rs. ...	7,83,451	10	0	

Pilotage for the Port of Calcutta during the year 1881-82.

Receipts.				Remarks.
Brought forward Rs. ...	8,48,638	14	0	
Total Rs. ..	8,48,638	14	0	
Less expenses incurred during the year	8,41,086	7	10	
Balance at credit on the 31st March 1882	7,552	6	2	

Statement showing the Receipts and Charges on account of Pilotage for the Port of Calcutta during the year 1881-82.

Charges.				Remarks.
Brought forward Rs. ...	7,53,431	10	0	
Harbour Master's fees for Sea-going and Inland vessels ...	1,603	0	0	
Fees to Masters of Merchant vessels for sitting on Courts of Enquiry	175	0	0	
Miscellaneous	1,050	0	0	
Miscellaneous Boats:				
Port Officer's Gig	1,008	0	0	
Steam Launch "*Calcutta*" ...	1,080	0	0	
Dockyard services and supplies	1,635	2	2	
Tidal Semaphores ...	3,315	8	0	
Cost of Telegrams	3,530	8	0	
Allowance to Port Commissioners for collecting Marine dues	2,800	0	0	
Miscellaneous (Port approaches)	3,682	8	5	
Cost of Stores from England ...	4,972	11	2	*
Leave allowances to Pilots paid in England	19,552	9	1	
Value of Stationery and printed forms supplied by the Superintendent of Stationery	1,204	4	5	
One-third pay of Marine Surgeon	4,220	0	0	
Amount paid in Bengal on account of pensions of Pilots and of their families ...	37,825	1	7	
Total Rs. ...	8,41,086	7	10	

* This amount represents the value of a Whistling Buoy which is now in store for future use.

From Chamber to Government of Bengal.

Calcutta, 18th September 1884.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 1726^{T}_{G} of the 26th of last month, forwarding a copy of the revised statement of receipts and charges on account of pilotage for the year 1881-82, closed on 31st March 1882.

The Committee desire me to thank you for this statement, and to offer the following remarks:—

The accounts for 1881-82 submitted with your letter No. 879^{T}_{G} of the 21st September of last year, showed a surplus of receipts over expenditure of Rs. 94,819-13-3; whereas the revised statement exhibits a credit balance of only Rs. 7,552-6-2; and it is stated in a foot-note that if charges on account of pensions paid in England to retired pilots and the widows and children of deceased pilots, and for depreciation of block *(viz,* wear and tear of pilot brigs) had been included in the account, a deficit would have been shown instead of the credit balance of Rs. 7,552-6-2.

In comparing the figures of the original and revised statements, the Committee notice a remarkable discrepancy between the amount of pilotage receipts as entered in the former and the amount shown in the latter, *viz.,* Rupees 8,41,859-1-0 and Rs. 8,08,251-15-0 respectively, thereby reducing that principal item by Rs. 33,607-2-0.

No explanation of such a material reduction in the receipts is given, and the Committee are unable to reconcile the figures in the revised statement with those which

appear in the 57th para. of the Port Commissioners' Administration Report for 1881-1882, and which are stated to be the *actual amounts collected* for the Government, *viz*:—

Inward pilotage	...	...	Rs.	3,39,971
Outward „	...	...	„	5,01,888
			Rs.	8,41,859

a sum which corresponds with that shown in the statement of account furnished to the Chamber in September 1883, and its repetition in the Commissioners' Report for the following year, para 57 in their statement of collections for consecutive years, would appear to confirm its accuracy.

This discrepancy requires to be cleared up, for if the revised statement is correct, that of the Port Commissioners cannot be right, and the Committee of the Chamber are of opinion that the Commissioners should be requested to furnish an explanation of so large an error. With this exception the items of receipts and expenditure as given in the original are reproduced in the revised statement, which, however, contains new entries on both sides of the account, the introduction of which, after an interval of nearly 12 months, places the account in a different light altogether, and materially alters the officially recorded result of the pilotage account for 1881-82 and furnished to the Chamber of Commerce as a statement for their information, and which prompted the inquiries made in their letter of 10th January 1884.

Even in its present form the revised statement is confessedly imperfect, as it does not include the charges

referred to in your letter, and it is a matter of regret and disappointment to the Committee that they cannot arrive at the exact state of the pilotage accounts of the port. The Committee observe also that in the revised statement no balance of the previous year's account is brought forward, and they submit that such an omission renders the statement of still less value.

There are various items on the debit side of the account which the Committee of the Chamber have reason to believe should be transferred to other branches of marine expenditure and the pilotage account accordingly relieved of them, and the Committee are of opinion that the entire account may be usefully referred to the Port Commissioners for inquiry as to the appropriateness of the items which have been debited.

The Committee do not like to press the Government again, but the imperfectness of the statements submitted to the Chamber shows, in their opinion, the importance of having the accounts for the last five years recast, laborious though the work may be.

From Government of Bengal to Chamber.

No. 2572$\frac{T}{G}$.—*Darjeeling the* 20*th October* 1884.

I am directed to acknowledge the receipt of your letter dated the 18th September 1884, communicating the remarks of the Chamber of Commerce on the revised Statement of Receipts and Charges on account of Pilotage for the year 1881-82, forwarded with my letter No. 1726$\frac{T}{G}$, dated the 26th August last.

With regard to the discrepancy pointed out by the Chamber between the amount of pilotage receipts as entered in the original statement and that shown in the revised statement, I am to say that the sum of Rs. 8,41,859-1-0 entered in the first statement and shown in the Port Commissioners' Administration Report for 1881-82, represents the total amount of pilotage realised during the year 1881-82 at the former rate up to 31st July, and at the reduced rate from 1st August 1881. Of the fees realised at the full rate, 15 per cent. were levied on account of the Port Fund or approaches, and the remainder only was divided between the Government and the Pilots in accordance with the Government orders of the 10th July 1881, copy enclosed. As all the charges on account of the Port approaches have been excluded from the account on the expenditure side, the 15 per cent. which was included in the total pilotage receipts has therefore been deducted. Hence the difference (Rs. 33,607-0-2) between the total amount of receipt entered in the original statement and that shown in the revised statement.

Regarding the omission of certain charges which have to be met in England, I am to intimate that it was thought undesirable to delay the preparation of the statement until a reference had been made to the Government of India in order to obtain from the Secretary of State for India information regarding the precise sum paid in England on account of pensions of retired pilots and of the widows and families of deceased pilots.

I am also to explain that as no separate account of the pilotage receipts and charges had hitherto been kept,

the Accountant-General was not in a position to show in the accounts prepared for 1881-82 the balance (debit or credit) of the previous year. The account, which is the first of its kind, had to be prepared from the accounts kept of the provincial receipts and expenditure.

In conclusion, I am to say that instructions have been given to the Accountant-General to keep a separate account of receipts and expenditure for 1884-85, and that a copy of this account will be furnished to the Chamber at the close of the year. The recasting the accounts of the last five years would be a most laborious undertaking which could not be satisfactorily performed without an expenditure of time and labor which, the results obtained for one year indicate, would probably be incommensurate with the advantage to be expected.

SYSTEM OF SPECIAL PILOTS.

The Chamber was asked by the Government of Bengal to nominate one of its members to be of the Committee appointed to enquire into and report on the system of Special Pilots in force on the Hooghly, and the Committee nominated Mr. Stevenson of Messrs. Graham & Co., and on his leaving for England, Mr. H. B. H. Turner, of Messrs. Turner, Morrison & Co., who kindly consented to act. The following is the Government Resolution on the Report by the Committee, but the system of Special Pilots obtains much as

before the Committee were appointed, the one practical result being dissatisfaction on the part of the Companies that carry the China Mails free, that their steamers should have been singled out to be deprived of Special Pilots, while others, that under subsidy carry not more important mails, are permitted to retain them.

RESOLUTION.

Darjeeling, the 15th August 1884.

READ—

Resolution of this Government, dated 21st December 1883, appointing a Committee to enquire into and report on the system of Special Pilots in force on the Hooghly.

Report of the Committee, dated 30th April 1884, and correspondence annexed to it.

A letter No. 2185, dated 18th June 1884, from the Port Officer of Calcutta, submitting his opinion upon the Report.

The practice of attaching particular pilots to certain lines of steamers, and allowing the pilot of the out-going vessel to go as far as the nearest port of call, and there await the arrival of the in-coming vessel of the same line, originated some 20 years ago in an accident to a pilot which disabled him from boarding vessels at the Sandheads in rough weather. As a

matter of favour, this pilot was, at the request of the Agent permanently attached to the steamers of the Messageries Maritimes Company, and from time to time the same privilege has been extended to other lines. At the beginning of the present year, ten officers of the service were employed as special pilots, and were thus not available for employment on general duty.

2. The system came under the consideration of Government in 1877, in connection with the practice of applications. It was then decided to leave it untouched. In 1879 the matter was again brought forward by several pilots, who urged that it operated unfairly towards those members of the service who were employed on ordinary work. This view was not accepted; but it was ruled that the employment of special pilots should be confined strictly to mail lines of steamers, under the express sanction of Government in each case, and that no pilot below the grade of senior master should be allowed to run as a special except on vessels of the tonnage allotted to his grade. A rule was subsequently added to the effect that when the cruising station was short of pilots the special pilot of an out-going steamer might be taken out for general duty. In July 1883 the Agents of the British India Steam Navigation Company complained that the Rangoon mail steamer had been detained by reason of this rule, and suggested that vessels belonging to that line should be exempted from its operation. In submitting their letter to Government, the Officiating Port Officer referred to the possible extension of the system by applications for special pilots from lines

of steamers not now employing them, and took occasion to examine its effect upon the trade of the port and the efficiency of the Pilot Service. In consequence of Captain Brebner's representations, it was decided, in December 1883, to appoint a Committee, consisting of the gentlemen noted on the margin, to enquire into and report on the system of specia pilots. While the Committee was sitting, Mr. Stevenson left Calcutta, and Mr. Turner, of Messrs. Turner, Morrison and Company, was nominated by the Chamber of Commerce to take his place.

Mr. W. H. Grimley, Magistrate of Howrah ...	*President.*
Captain J. Brebner, Officiating Port Officer, Calcutta ...	*Members*
Mr. J. Stevenson, of Messrs. Graham and Company ...	
Mr R. C. Rutherfurd, Branch Pilot.	

3. The Committee held seven meetings, in the course of which they took the evidence of several representatives of ship-owning and mercantile firms, and of a number of pilots. Other firms communicated their views in writing. On the whole, the Committee have collected from all classes of persons interested in the subject a full expression of opinion, not only regarding special pilots, which was the question submitted to their consideration, but also on other matters connected with the port. The thanks of Government are due to the Committee for the full enquiry they have made and for the Report they have submitted. The Committee's Report shows that the supporters of the system of special pilots claim for it the following advantages :—

(*a*)—It saves vessels from detention at the Sandheads in putting in and taking out a pilot.

(*b*)—It enables the Agents of large steamers to get early information as to the draughts up to which they can be loaded with safety, and the most suitable dates for departure.

(*c*)—It gives confidence to persons interested in a steamer carrying a valuable cargo to know that she is in charge of a man accustomed to handle her.

(*d*)—The special pilots form a reserve force, which can be utilized in times of pressure.

On the other hand, it is alleged—

(*a*)—That the shipping is deprived of the services of the special officers during the time they are absent from the port.

(*b*)—That in times of occasional pressure, ships are liable to be detained at the Sandheads owing to dearth of pilots.

When the Committee's Report was submitted, the lines employing special pilots and the number of officers employed were the following :—

	Pilots.
British India Steam Navigation Company's Western Mail steamers ...	2
Ditto ditto Eastern ditto ...	4
Messrs. Jardine, Skinner and Company's China Mail steamers ...	1
Messrs. Apcar and Company's China Mail steamers	1
Messageries Maritimes French Mail steamers	1
P. and O. Company's Mail steamer...	1
Total	10

With reference to these lines the Committee recommend—

(i)—The abolition of the special pilots on the Chittagong line.

(ii)—Their retention on the Rangoon line, subject to a change of officers every six months, the appointments being offered in rotation to branch and master pilots.

(iii) *a*—Their abolition on the other lines, or
b—Their retention during the south-west monsoon, subject to the change suggested under (ii).

4. The two special pilots employed on the British India Western Mail steamers have already been withdrawn at the request of the Company, and it appears, from Mr. Wylie's statement at page 3 of the evidence recorded by the Committee, that there are no special grounds for maintaining special pilots on the Eastern Mail steamers running to Chittagong. These pilots, therefore, as well as those employed on the two China lines, may at once be withdrawn. The Committee have clearly shown that their retention is no longer necessary. The case of the Rangoon Mail steamers is different. These steamers occasionally find difficulty in catching the out-going English mail from Calcutta, and they run under a regular contract with the Indian Post Office. The steamers of the Peninsular and Oriental Company and of the Messageries Maritimes are also mail boats, though not under regular contract. They have long enjoyed the privilege of employing special pilots; and as the withdrawal of the privilege is not at present necessary in the interests of the port, the Lieutenant-Governor has decided to continue the privilege for the present to these lines under existing conditions. In future, then, there will be only four special pilots on the Hooghly—two for the British

India steamers running to Rangoon, and one for the Peninsular and Oriental Company and the Messageries Maritimes respectively. The Committee's proposal to change these officers every six months, and to offer the appointments in rotation to all branch and master pilots, need not, it seems to the Lieutenant-Governor, be insisted upon. The owners of the mail steamers, to which the privilege of employing special pilots has now been continued, attach weight to the right of selecting their men, and this condition forms an essential part of the system of special pilots.

ORDER.—Ordered that a copy of this Resolution be forwarded to the Port Commissioners ; to the Bengal Chamber of Commerce ; to the Port Officer, Calcutta ; to the members of the Committee mentioned above, for information. It is also ordered that copies be sent to the Editors of the Calcutta newspapers for publication.

By order of the Lieutenant-Governor of Bengal.

A. P. MACDONNEL,
Secretary to the Government of Bengal.

No. 1533T—G.

Copy forwarded to the Secretary to the Bengal Chamber of Commerce, for information.

By order of the Lieutenant-Governor of Bengal,

H. H. RISLEY,
Offg. Under-Secretary to the Govt. of Bengal.

DARJEELING,
The 15th August 1884.

From Government of Bengal to Port Officer.

No. 2197$\frac{T}{G}$.—*Darjeeling the 18th September* 1884.

With reference to your letter No. 3309, dated the 2nd September 1884, I am directed to say that, under the circumstances now reported, which were not known to the Special Pilot Committee, the Lieutenant-Governor authorizes, in modification of the orders conveyed in this Government Resolution of the 15th August last, the retention by the British India Steam Navigation Company's Chittagong Mail Steamers of their special pilots.

No. 2181 $\frac{T}{G}$.

Copy forwarded to the Secretary to the Bengal Chamber of Commerce, for information.

By order of the Lieutenant-Governor of Bengal.

(Sd.) H. H. RISLEY,
Offg. Under-Secretary to the Govt. of Bengal.

DARJEELING,
The 18th September 1884.

PROPOSED LEVY OF OCTROI FOR SUPPLEMENTING THE MUNICIPAL REVENUES, AND APPOINTMENT OF A COMMITTEE TO REPORT THEREON.

THE Government of Bengal having requested your Committee to nominate a delegate to represent the Chamber upon the Committee formed to consider whether octroi taxes could be imposed

in Calcutta for the benefit of the Municipality without any injury to trade, the duty was accepted by Mr. G. H. Morrison.

The Octroi Committee have forwarded this report to the Government of Bengal with whom the matter still rests. Your Committee, however, have no reason to fear that any commercial interest is likely to be affected.

From Government of Bengal to Chamber.

No. 782,—*Calcutta the* 18*th July* 1884.

I AM directed to forward, for the information of the Chamber, a copy of a letter * addressed by Government to the Chairman of the Corporation of the Town of Calcutta, on the subject of increasing the Municipal revenues of the town with a view to place the Commissioners in funds for the execution of a comprehensive scheme for the sanitary and structural improvement of the town. It will be seen that the Commissioners have now submitted a proposal to increase their revenues by resorting to indirect taxation in the form of an octroi, like that levied in Bombay. As all the classes principally interested in this matter are not proportionately represented on the Municipal Board, the Lieutenant-Governor desires to refer the question to a Committee consisting of two members to be nominated by the Corporation, and one each by the Port Commissioners, the Chamber of Commerce, and the Trades' Association. The Com-

* No. 952 $\frac{T}{M}$, dated the 28th June 1884.

mittee will be presided over by the Chairman of the Corporation and will contain another gentleman to be nominated by Government, as Member and Secretary, to represent its interests on the Board. The Lieutenant-Governor trusts that such a Committee, consisting of experts with local knowledge and experience, sitting in Calcutta itself, and in constant communication with the Associations whom they represent, would have exceptional facilities for dealing with the entire subject and for arriving at a correct decision upon it. I am therefore desired to request that you will be good enough to invite the Chamber to nominate, at an early date, one of their number to represent their views, as it is necessary that the Committee should commence its sittings with the least possible delay, in order that any legislation that may be necessary may be initiated during the ensuing session of the Bengal Legislative Council.

From Chamber to Government of Bengal.

Calcutta, 30*th July* 1884.

The Committee of the Chamber of Commerce have had before them your letter No. 782 of the 18th instant, with annexure, relative to a proposal for increasing the revenues of the Calcutta Municipality by resorting to indirect taxation in the form of an octroi, like that levied in Bombay ; a scheme which the Honorable the Lieutenant-Governor desires to be fully considered by a special Committee.

The Committee desire me to acknowledge His Honor's invitation to nominate a member of the Chamber to

represent its interests, and to state for His Honor's information that Mr. G. H. Morrison, of Messrs. Turner, Morrison & Co., will be happy to serve as the Chamber's representative.

From Government of Bengal to the Chamber.

No. 840,—*4th August* 1884.

I am directed to forward, for the information of the Chamber, a copy of a Resolution this day recorded by the Lieutenant-Governor, appointing a Committee to report upon the proposal to levy an octroi in Calcutta, and to request that it may be communicated to the gentleman who has been nominated by the Chamber to represent their views on the Committee.

Calcutta, the 4th August 1884.

RESOLUTION.

READ AGAIN—

Letter from the Chairman of the Corporation of the Town of Calcutta, No. 4044, dated the 31st March 1884, in which attention was invited to the various Resolutions of the Government of India and the Local Government accepting the principle that municipalities should, as far as possible, be relieved of police charges over which they could exercise no control. It was at the same time pointed out that it was scarcely practicable in Calcutta to substitute for these charges the

expenditure on, and control over, the hospitals, colleges and schools which were supported by Government, and which in the moffussil had, in many cases, been made over to the municipalities. It was accordingly proposed that the municipality of Calcutta might be relieved of the police charges, and that the amount spent on this account might be devoted to the execution of a comprehensive scheme for the sanitary and structural improvement of the town, such as that referred to in the Government Resolution on the Administration Report of the Calcutta Municipality for the year 1882-83.

Letter to the Chairman of the Corporation of the Town of Calcutta, No. 421T.—M., dated the 1st May 1884, in which, after a careful review of the financial condition of the Province, and of the previous decision of the Commissioners to set aside Rs. 1,50,000 a year for five years for bustee improvement, the Lieutenant-Governor proposed to increase the Government contribution on account of the Calcutta police from one-fourth to one-half of the total expenditure, thus relieving the rate-prayers of taxation amounting to about Rs. 1,00,000 a year, on condition that the Commissioners undertook to set apart annually from their general fund a sum of not less than Rs. 2,50,000 for expenditure on sanitary works and on town improvements of a large and comprehensive character. It was at the same time pointed out that this sum could be provided without difficulty by raising the house-rate by one

per cent. simultaneously with the decrease in the police rate.

Letter from the Chairman of the Corporation of the Town of Calcutta, No. 651, dated the 21st June 1884, in which exception was taken to the condition with which the offer of Government to increase its contribution on account of the police was coupled. The Commissioners demurred to the suggestion that the reduction of the police rate consequent on the transfer to Government of a part of the police charges should be made good by an equivalent increase of the house-rate. It was stated that the Commissioners were prepared to submit proposals for augmenting the revenues of the Corporation by having recourse to indirect taxation in the from of an octroi, like that levied in Bombay.

Letter to the Chairman of the Corporation of the Town of Calcutta, No. 952T—M., dated the 28th June 1884, communicating the observations of the Lieutenant-Governor on the proposal of the Committee to introduce an octroi in Calcutta, and proposing to refer the questions to a Committee containing representatives of all the classes principally interested.

Letter to the Commissioners for the Improvement of the Port of Calcutta to the Chamber of Commerce, and the Trades' Association, Nos. 781-83, dated the 18th July 1884, inviting them each to nominate one of their members to represent their respective views on the Committee.

Letter from the Chairman of the Corporation of the Town of Calcutta, dated the 16th July 1884.

Letter from the Secretary to the Calcutta Trades' Association, dated the 23rd July 1884.

Letter from the Vice-Chairman of the Port Commissioners, No. 1695, dated the 30th July 1884.

Letter from the Secretary to the Chamber of Commerce, dated the 30th July 1884.

In the letter to the Chairman of the Corporation of the Town of Calcutta, No. 952T—M., dated the 28th June 1884, recited in the preamble, it was observed that the question of levying town duties in Calcutta was attended with difficulties, and that the Lieutenant-Governor would be unwilling to take any steps for the establishment of an octroi unless it were clearly shown that this could be done without causing undue harassment to the trade and commerce of the town. He was of opinion that the most satisfactory method of dealing with the proposals of the Commissioners was to refer the question to a Committee containing representatives of all the classes principally interested. He therefore asked the Port Commissioners, the Chamber of Commerce, and the Trades' Association each to nominate a member, while the Chairman of the Corporation (who would be the President of the Committee) and two other members of the Corporation would be taken as the exponents of the views of the general public. It was also proposed to nominate one gentleman as Member and Secretary to the Committee to represent the interests of the Government. The replies from the Corporation, the Port Commissioners, the Chamber of

Commerce, and the Trades' Association have all been received, and in accordance with their recommendations the Lieutenant-Governor is pleased to appoint a Committee composed of the following gentlemen :—

Mr. William Craik.	Baboo Kally Nath Mitter.
Baboo Jadu Lall Mullick.	Mr. G. H. Morrison.

Mr. A. H. Wallis.

Mr. H. L. Harrison, Chairman of the Corporation of the Town of Calcutta, will be the President ; and Mr. C. E. Buckland will be a Member and Secretary to the Committee.

ORDER.—Ordered that a copy of the Resolution be forwarded to the Chairman of the Corporation ; to the Vice-Chairman of the Port Commissioners ; to the Secretary to the Chamber of Commerce ; to the Secretary to the Trades' Association, and to Mr. C. E. Buckland for information.

By order of the Lieutenant-Governor of Bengal,

COLMAN MACAULAY,

Secretary to the Government of Bengal.

SCHEME FOR SANITARY AND STRUCTURAL IMPROVEMENTS OF THE TOWN OF CALCUTTA.

The Chamber having been considerately consulted by the Corporation of Calcutta regarding structural improvements in the Town, the Committee recommended the opening of a new wide

street in continuation of the Hooghly Bridge Road, eastward, through Burra Bazar and on to Circular Road, and the widening of Bentinck Street (late Cossitollah Street) and the Chitpore Road. These recommendations appear to have met the approval of the Municipal Commissioners, and if carried out will facilitate traffic in the city and improve the health of the Native business-quarters.

From Corporation of Calcutta to Chamber.

No. 892,—*Calcutta, 17th July* 1884.

I AM requested to inform you that at a meeting held on the 15th instant, the Commissioners of the Town of Calcutta appointed a Committee for the purpose of considering the sanitary and structural needs of Calcutta, in order to prepare a comprehensive scheme for satisfying them in the order in which they are most pressing.

The Commissioners hope next year to be in a position not only to carry out the reforms which may be requisite to improve the sanitation of the town, but also to set to work upon some of the great structural improvements in the streets which are needed for the benefit of the traffic of the city.

The Chairman, therefore, hopes that the Chamber will favour him with their opinion on this question. If any new street is needed, what direction should it take? If widening existing streets is of more importance, what streets should be first widened?

I am specially requested to ask the opinion of the Chamber on this question whether relief, or, in other words, the provision of new or wider thoroughfares is most needed in the direction, north and south, or in regard to streets running east and west.

From Chamber to Corporation of Calcutta.

Calcutta, 24th July 1884.

I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 892 of the 17th instant.

The Committee are glad to learn that the Municipal Commissioners have it in contemplation to prepare a comprehensive scheme for sanitary and structural improvements of this city, and they trust that the Commissioners will be able to accomplish the important ends they have in view.

In answer to the questions put to the Chamber by the Chairman of the Corporation in the 3rd and 4th paragraphs of your letter, I am desired to state that, in the opinion of the Committee :—

1. *A new wide street is much needed in continuation of the Hooghly Bridge Road, eastward,* right through Burra Bazar across the Chitpore Road and on to Circular Road. No part of the city is more in want of a good road through it than Burra Bazar, and the opening up of that densely populated district would be attended with very beneficial results to the health and traffic of the city.

2. *The Chitpore Road is much in want of widening,* and so also is

3. *Cossitollah-street;*

but a new road through Burra Bazar is almost of more importance than these two last improvements would be, both in a sanitary and structural sense.

The Committee think that the city is fairly well accommodated with streets to the north and south, and that the great need is for streets east and west of the town. With Cossitollah and Chitpore widened and a broad road running into the latter from the Hooghly Bridge the native quarter of the town would be conveniently and completely reached, and a great deal of traffic would be taken off the Strand Road, and off the streets south of the Bridge; and the Committee believe that if a good deal of land were taken up under the Land Acquisition Act in connection with the construction of a road eastward from the Bridge, it could be resold to almost pay for the improvement which the new road would prove, for the value of property along the road would increase immensely.

JUTE WAREHOUSE LICENSE FEES.

After a long and exhaustive correspondence with the Government of Bengal, regarding the appropriation of surplus funds realised by license fees levied under the Jute Warehouse and Fire-Brigade Act to purposes totally foreign to the

objects for which such fees were levied, the Committee regret that they have not succeeded in obtaining for the owners and occupiers of licensed warehouses a refund of the very large sums which they have paid in excess of what was necessary for maintaining the efficiency of the Fire-Brigade, and the application of which to other objects has been sanctioned by the local authorities. A perusal of the correspondence will disclose the circumstances under which the payers of the fees have been mulcted in a considerable amount which has been spent in improving parts of the town and in other illegitimate ways at their expense.

From Chamber to Government of Bengal.

Calcutta, 8th January 1884

THE Committee of the Chamber of Commerce have had frequent occasion to address the Government of Bengal regarding the results of the working of the Jute Warehouse and Fire-Brigade Acts and the application of surplus funds realised by license fees levied under them; and they have emphatically declared against the application of such funds to objects which had no connection with those contemplated by the Acts.

In writing to the Calcutta Municipality on the 15th of February 1878, the Lieutenant-Governor condemned a system which not only enforced the levy of fees greatly

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in excess of what was required to defray all expenses incidental to the working of the Acts, but permitted the disposal of a considerable surplus to entirely foreign purposes.

In para. 5 of that letter it was stated—

"But from the accounts of 1876 it appears that in "that year the receipts from the single item of Jute and "Cotton Warehouse licenses amounted to a sum which "not only defrayed the entire cost of inspection, &c., in "working the Act, and the whole expense of the "fire-brigade, but also yielded a surplus which allowed "of a grant of Rs. 16,552 being made to the Alipore "Lock Hospital, and also of a grant of Rs. 10,000 being "made in aid of the general funds of the Suburban "Municipality. The total cost of the fire-brigade is "entered at Rs. 15,698; while the fees on warehouses "in Calcutta were Rs. 29,291 and in the suburbs "Rs. 20,794, or Rs. 50,085 in all."

And in the following para. it is written—

"But His Honor is of opinion that the fees charged "under the Act should be fixed in such a manner as not "to yield more than the sum required to render the "fire-brigade self-supporting; and he would invite the "Commissioners to keep this principle in view in dealing "with all applications which may be made to them for "reductions of the present assessment or for the issue "of fresh licenses."

When the Jute Warehouse and Fire-Brigade Acts of 1872 and 1875 were about to be amended, the Committee

of the Chamber protested against a provision in the amending Bill which altogether ignored the principle impressed upon the attention of the Municipality, and the Bill was modified in accordance with the intention already expressed, namely, of so regulating the fees that the income shall be just sufficient to meet the cost of collection, of superintendence and inspection of warehouses, and of the maintenance of the fire-brigades.

The Committee of the Chamber desire to remind the Government of this matter, as they have been informed that it is in contemplation to appropriate to purposes other than that to which any surplus may be properly applicable a portion of the funds in the hands of the Suburban Municipality, and they trust the Lieutenant-Governor will be pleased to direct a strict observance of the instructions which have been issued to guide the Municipality in dealing with any surplus they may have acquired.

In bringing this subject again to His Honor's notice, the Committee respectfully request they may be furnished with a statement showing how the funds raised from the Jute Warehouse License and Fire-Brigade fees have been disposed of.

From Government of Bengal to Chamber.

No. 301—30*th January* 1884.

I AM directed to acknowledge the receipt of your letter, dated the 8th instant, regarding the application of the fees realised in the Suburban Municipality under the Licensed Warehouse and Fire-Brigade Act.

2. In reply, I am directed to say that the Suburban Municipality have no surplus in their hands which might be diverted, as the Committee of the Chamber apprehend, to purposes other than those contemplated by the law. Under Section 16 of Act IV (B.C.) of 1883, the Municipal Commissioners are empowered to apply only 20 per cent. of the receipts to the expenses incurred in connection with inspection and the granting of licenses in respect of warehouses; and under section 17 the remaining 80 per cent. has to be paid over to the Commissioner of Police, Calcutta, to whom the entire control and management of the Fire-Brigade for the Town and Suburbs of Calcutta and the Municipality of Howrah has been transferred.

3. The new Act came into operation on the 16th May 1883, on which date the Calcutta fund had a deficit which was made good by the Calcutta Corporation, and the Suburban fund had a surplus of Rs. 23,603-2-11. Under Section 27 of the Act, the Lieutenant-Governor has directed that this surplus balance be made over to the Commissioner of Police for improving and renewing the plant of the Fire-Brigade.

4. With regard to your request to be furnished with a statement showing how the funds raised have been disposed of, I am desired to refer the Committee of the Chamber to the pages of the *Calcutta Gazette*,* noted in the margin, in which the annual reports of the funds for the town and suburbs of Calcutta for the year 1882-83 were published.

* *Calcutta Gazette* Supplement, June 13th, 1883, page 757; and August 15th, 1883, page 1215.

From Chamber to the Government of Bengal.

Calcutta, 15th May 1884.

THE Committee of the Chamber of Commerce direct me to address you again on the subject of the application of fees realised in the Calcutta and Suburban Municipalities under the Licensed Warehouse and Fire-Brigade Act.

In acknowledging the receipt of your reply No. 301 of the 30th January last, to their reference of the 8th idem, the Committee desire me to say that it does not sufficiently inform them on the special point which, in the interests of those who pay the fees in question, they are bound to press upon the attention of Government, and they are, therefore, under the necessity of making this further representation.

It is satisfactory to learn that the Committee's apprehension as to the disposal of a surplus in the hands of the Suburban Municipality to purposes other than those sanctioned by the law was based on imperfect information; but they venture to submit that their experience of the past justified them in considering it not improbable that some such appropriation was in contemplation.

The Committee direct me to thank you for having drawn their attention to the Government Gazettes in which the annual Reports on the working of the Jute Warehouse Act and Statements of the Funds for the Town and Suburbs of Calcutta for 1882-83 are published.

They there find account of receipts and expenditure, and they note that certain proportions have been contributed to the Fire-Brigade Fund.

It would appear that under section 17 of Act. IV of 1883, 80 per cent. of the fees levied under the Jute Warehouse Act are payable to the Commissioner of Police, Calcutta, to whom the entire control and management of the Fire-Brigade for the town and suburbs of Calcutta and the Municipality of Howrah has been transferred: that the new Act came into operation on the 16th May 1883, on which date the Calcutta Fund had a deficit (the amount, however, is not stated) which was made good by the Calcutta Corporation, and the Suburban Fund had a surplus of Rs. 23,603-2-11, which, by direction of the Lieutenant-Governor, was made over to the Commissioner of Police for improving and renewing the plant of the Fire-Brigade.

It is with special reference to these contributions that the Committee desire to have all the information that can be given, and consequently it is necessary to trouble you again.

To the frequent representations that have been made by the Chamber of Commerce regarding the scale of fees payable by the owners or occupiers of Jute, Cotton or other Warehouses licensed for purposes recognised by the Jute Warehouse Act, assurances have been given that the Government will so regulate the fees that the income shall be just sufficient to meet the cost of collection, of superintendence, and inspection of warehouses, and of the maintenance of the Fire-Brigade in a due state of efficiency. The Government letters of 31st December 1878 and 1st March 1879, and the Chamber's of 24th February 1879, relative to the Bill to amend the Acts then in force, go fully into this question, and the following ex-

tracts are here given for convenience of immediate reference :—

From Government of Bengal, 31st December 1878.

"The Lieutenant-Governor agrees with the Committee of the Chamber in the opinion that it is unreasonable to make Jute and Cotton Warehouses pay, and more than pay, for the Fire-Brigade required for Calcutta and the suburbs, and the obvious remedy for the present state of things would be to increase the area of taxation, and to levy fees on all warehouses, buildings or places used for storing any dangerously inflammable material. The existing law does not, however, allow of any fee below a high minimum, and if the area of taxation be increased, the result would be to swell the present large income of the Fire-Brigade Fund, and to impose burdens on other trades besides the jute and cotton trades.

"A Bill has accordingly been drafted to amend the law, and I am desired by His Honor to forward herewith a copy thereof for the information of the Committee of the Chamber, and for any remarks or suggestions they may wish to make. It will be seen that it is proposed that the scale of fees should be one to be fixed and altered from time to time by Government, on the recommendation of the Municipalities concerned, and that Insurance Companies should be exempted from the tax which they at present pay."

From the Chamber, 24th February 1879.

"The Committee are glad to find that His Honor the Lieutenant-Governor agrees with them in the unreasonableness of making only Jute and Cotton Warehouses pay,

and more than pay, for the Fire Brigade required for Calcutta and the suburbs, and that the purpose of the amending Bill is to relieve the trade in those articles from the heavy taxation which it at present bears.

"It has been declared by the Lieutenant-Governor that the maintenance of a Fire-Brigade is an object in which all classes of the community are interested and to which all ought to contribute, and that such contribution should be limited to the sum required to defray the actual expenditure incurred for the protection of the public.

"That, no doubt, is the true principle upon which such taxation should be levied, and the Committee hope it will always be acted upon in determining the scale of fees payable by the owners or occupiers of Jute, Cotton, or other Warehouses licensed for purposes recognised by the Bill.

"The Committee consider that these fees should be no higher than would be necessary to cover the expenses connected with the survey and license of such premises, and their opinion in this respect is supported by that of the Lieutenant-Governor, whose instructions to the Calcutta Municipality were conveyed in Government of Bengal letter, dated 15th February 1878, in the following words:—"*But His Honor is of opinion that the fees charged under the Act should be fixed in such a manner as not to yield more than the sum required to render the Fire-Brigade self-supporting; and he would invite the Commissioners to keep this principle in view in dealing with all applications which may be made to them for reductions of the present assessment or for the issue of fresh licenses.*"

"The justice and propriety of this instruction to the Municipality are so unquestionable, that the Committee cannot but express their astonishment and regret that the Bill should contain provisions which involve a positive departure from the direction laid down in the above extract, for the 27th section of the Bill is entirely at variance, inasmuch as it contemplates the creation of a fund which may present a surplus after payment of all expenses, and the application of such surplus to purposes other than that for which the fund is avowedly established.

"The Committee respectfully protest against provisions which completely ignore the principle which His Honor has forcibly impressed upon the attention of the Municipality, and desire to urge the application of any surplus of the Fire-Brigade Fund to the reduction of the scale of fees and penalties—the only legitimate purpose to which it can be applied."

From the Government of Bengal, 1st March 1879.

With reference to para. 6 of your letter, I am to say that the provision in section 27 of the Bill regarding the disposal of the surplus of the receipts, to which the Committee of the Chamber take exception, is merely a reproduction of a portion of the existing law, and that the Government will carry out the intention already expressed of so regulating the fees that the income shall be just sufficient to meet the cost of collection, of superintendence and inspection of warehouses, and of the maintenance of the fire-brigades. The Lieutenant-Governor

therefore has no objection to the Bill being modified in accordance with this intention."

It is, therefore, a matter of extreme surprise and regret to the Committee of the Chamber that they find the following paragraphs in the Administration Report of the Commissioners of the Town of Calcutta for 1880.

JUTE AND FIRE-BRIGADE FUND.

"*This fund owes its origin to several disastrous fires which broke out in Jute Warehouses in 1871. It was then proposed to license such warehouses and take a fee for the license. The income was devoted to maintain a more efficient Fire-Brigade, to which the suburbs should contribute an equitable proportion. These discussions led to the enactment of Act 2 (B. C.) of 1872 and to the formation of the old Fire-Brigade Fund under section 25 of that Act. The Brigade was placed under the control of the Justices, and the fund accumulated a balance of Rs. 64,583. This fund has since been closed, and the Lieutenant-Governor has bestowed Rs. 60,000 out of the balance to the improvement of the town.*

"*Under the new Jute Warehouse Act V. (B. C.) of 1879, a new fund has been formed, the receipts of which from licenses and miscellaneous aggregated Rs. 28,534. The disbursements within the year were only Rs. 22,447, but Rs. 3,849 were still owing to the Fire-Brigade for the quarter ending December 1880. Under the new Act the Fire-Brigade is placed under the orders of the Commissioner of Police instead of under the Municipality.*

And as the Police year runs from April to March instead of from January to December, five quarters' expenditure will have to be met in 1881-82 from four quarters' income. This will convert the present surplus of the fund into a deficit, which the declining income from Jute licenses threatens to make chronic. The question of equalising receipts and expenditure is therefore under consideration."

Notwithstanding the representations of the Chamber and the assurance of Government that every endeavour would be made to lighten, as much as possible, the burden of a special local taxation upon a trade that needs all the relief that can possibly be given to it, a surplus of upwards of Rs. 64,000 had accumulated by the process of excessive charges, and instead of being refunded to the tax-payers, or applied in reduction of future assessments, or carried to credit of the new fund, no less than Rs 60,000 were, at the instance of the Chairman of the Municipality, and with the sanction of the Lieutenant-Governor, handed over to the Corporation of Calcutta to be set apart, with a special vote by the Commissioners of a like sum, for the improvement of the Town, by widening the Chitpore Road.

And this appropriation has been suggested and sanctioned in direct contravention of Act 5 of 1879, the 24th section of which enacts as follows :—

Application of moneys received under Act.

" *The Commissioners and Municipal Commissioners of the Suburbs and Howrah, respectively, shall apply the moneys derived from the fees and penalties levied under this Act within their respective jurisdictions.*

(1). "*In payment of the expenses of a fire-brigade ;*

(2). "*In payment of all expenses incurred by them respectively in or about the inspection and superintendence of jute warehouses, and the granting of licenses in respect thereof.*

"*Any balance which may remain after payment of such expenses shall be applied in reduction of the fees levied on licenses for jute warehouses under this Act.*"

The Committee of the Chamber greatly regret the necessity for a renewed remonstrance against diverting these fees to purposes not contemplated by the Act; but they consider it their duty to bring the matter to the notice of the Lieutenant-Governor: and they trust that His Honor will be pleased to direct that accounts of receipt and expenditure of both the Jute Warehouse and Fire-Brigade Funds be rendered from the date the license fees were first levied to the present time, in order that the tax-payers may have a right apprehension of the manner in which the fees levied from them have been disposed of: and the Committee are confident that His Honor the Lieutenant-Governor will take early steps for repairing the grave injustice that has been done, and ordering the Fire-Brigade Fund to be at once credited with the amount by which the town has been benefited at the expense of the owners and occupiers of licensed warehouses.

From Government of Bengal to Chamber.

No. 789 T M, the 6th June 1884.

I am directed to acknowledge the receipt of your letter, dated the 15th ultimo, containing a further representation from the Chamber on the subject of the application of the fees realized in the Calcutta and Suburban Municipalities, under the Jute Warehouse and Fire-Brigade Act. Reference is made to the correspondence of 1878 and 1879, which preceded the passing of Act V. (B.C.) of 1879, regarding the scale of fees payable by the owners or occupiers of jute, cotton, or other warehouses licensed for purposes recognized by the Act, and the manner in which these should be regulated; and in view of the principle then recognized by Government, the Chamber take exception to the grant made in 1881 from the balance of the old Fire-Brigade Fund to the Corporation of the Town of Calcutta for widening the Chitpore Road. They consider that the grant was made in violation of section 24 of Act V. (B.C.) of 1879, which prescribes that any balance which may remain, after payment of the expenses of the Fire-Brigade and of the inspection, &c., of warehouses, "shall be applied in reduction of the fees levied on licenses for Jute warehouses under this Act." They accordingly ask that accounts of receipts and expenditure of both the Jute Warehouse and Fire-Brigade Funds may be furnished to them from the date the license fees were first levied down to the present time; and they "are confident that His Honor the Lieutenant-Governor will take early steps for repairing the grave injustice that has been

done, and ordering the Fire-Brigade Fund to be at once credited with the amount by which the town has been benefited at the expense of the owners and occupiers of licensed warehouses."

2. In reply, I am directed to forward, for the information of the Chamber, the accompanying copies of the accounts, receipts and expenditure of the Jute Warehouse and Fire-Brigade Funds from the year 1875. I am at the same time directed to explain that the Chamber are under a misapprehension regarding the grant of Rs. 60,000 made by Government to the Calcutta Corporation. It is true that the grant was made out of the balance (Rs. 64,519) of the old Jute Warehouse and Fire-Brigade Fund. This, however, was done advisedly, and in making the grant Government in no way overstepped the law. The balance, Rs. 64,519, was the balance that had accumulated under the old Act II. (B.C.) of 1872, which was amended by Act II. (B.C.) of 1875. It will be seen that by section 7 of the latter Act, read in connection with section 25 of the former Act, the Justices were empowered to apply any balance that might accrue, after payment of all necessary expenses, "for the benefit of the Town of Calcutta and the Suburbs thereof in such manner as the Lieutenant-Governor of Bengal may direct." The provision contained in section 24 of Act V. (B.C.) of 1879, that any balance should be applied in reduction of license fees, was introduced into the law at the instance of the Chamber for the first time, on the enactment of Act V. (B.C.) of 1879. Manifestly, therefore, that provision has no application to any surplus that might have accrued prior to the passing of

that Act. It would no doubt have been open to the Lieutenant-Governor to have transferred the balance of the old Fund to the credit of the new Fund (*i. e.*, the Fund formed under Act V. (B.C.) of 1879,) had he thought fit. There was, however, no legal obligation upon him to do so, and the Act of 1875 distinctly contemplated that the surplus that might accrue under it should be spent for the general improvement of the town and suburbs. The late Lieutenant-Governor, Sir Ashley Eden, considered that it was unadvisable to transfer the surplus to the credit of the new Fund, for the reason that, were this done, it would be necessary under the new law to apply the surplus to the reduction of the fees levied under the Act. The Town and Suburbs would have benefited very little, while the jute warehouse owners would have been freed from the payment of fees for nearly two years. As this was not in accordance with the provisions of the law under which the surplus had accumulated, Sir Ashley Eden directed, under section 7, Act II. (B.C.) of 1875, that the bulk of the surplus, Rs. 60,000, should be paid over to the Calcutta Corporation to be expended in widening the Chitpore Road for the general improvement of the town, and he transferred to the credit of the new Fund only a small working balance of Rs. 4,519. The reason why the money was allotted to the widening of the Chitpore Road will be found in the accompanying copy of a letter,* which was addressed at the time to the Chairman of the Calcutta Corporation.

* No. 288, dated the 5th April 1881.

3. Besides the above grant of Rs. 60,000 to the Calcutta Corporation, the only payments that have been

made from the Jute Warehouse and Fire-Brigade Funds, other than the ordinary expenditure on the Fire-Brigade, and on the inspection and licensing of warehouses, have been the following :—

(1) Rs. 35,000, paid in August 1875, to the Justices for widening a narrow lane on the east of the Municipal Office.

(2) Rs. 5,000, paid in January 1876, for the same object.

(3) Rs. 16,552, paid in November 1875, for providing additional accommodation at the Alipore Lock Hospital.

(4) Rs. 10,000, paid in January 1876, to the Surburban Municipality, to be spent at their discretion on the improvement of the Municipality.

These grants, it will be seen, were all made prior to the passing of Act V. (B.C.) of 1879, and in pursuance of the policy embodied in section 7 of Act II. (B.C.) of 1875. No injustice, therefore, has been done to any one by these grants, and no refunds are necessary. Since the enactment of Act V. (B.C.) of 1879, in which it was, for the first time, provided that the balance, after payment of the necessary expenses, should be applied in reduction of fees, no such grants have been made for purposes foreign to the Act.

From COLMAN MACAULAY, *Esq., Offg. Secretary to the Government of Bengal, to the Chairman of the Corporation of the Town of Calcutta.—No.* 288, *Calcutta, the 5th April* 1881.

THE report of the Commissioner of Police on the working of the old Jute Warehouse and Fire-Brigade Acts for the period ending 31st March 1880, showed a large balance to the credit of the Fund. Under the law this balance must be expended for the benefit of the Town and Suburbs, and the Lieutenant-Governor has for some time had under his consideration the question of disposing of it in the manner most advantageous to the Jute trade, as well as to the public generally. Sir Ashley Eden is satisfied that the money should be spent on some definite work of permanent improvement, and not frittered away in contributions to the support of the Fire-Brigade under the new Act; and there is probably no work to which it could be more appropriately devoted, than the opening out and improvement of communications in the northern part of the Town. Throughout a large portion of the busiest part of the native town the means of communication are altogether insufficient, and the public convenience and health are injuriously affected. Considerable areas are closed to all but foot-passengers, and the thoroughfares are too narrow to accommodate the cart traffic. The Chitpore Road has for many years failed to afford proper passage to the traffic of the town as it has now grown up, especially to the Jute traffic. Between Cornwallis Street and the Chitpore Road, there is a large block of houses which is hardly open at present to carriage traffic. The completion of Beadon Street is one of the most important works which could be under-

taken. The Lieutenant-Governor has no doubt that if the Municipality would make an annual grant for widening streets they could in the course of a few years do much towards opening up the native town.

2. The balance of the old Fire-Brigade Fund now available for expenditure, after allowing for the grant towards the expenses under the new Act applied for in your letter No. 11, dated 2nd ultimo, is about Rs. 60,000, and this sum, as suggested by your predecessor last September, might most advantageously be employed for the improvement of the Chitpore Road and the relief of the Jute and general traffic. The Lieutenant-Governor has accordingly directed the Commissioner of Police to place the amount at the disposal of the Municipality for this purpose. Much may be done gradually to improve this important thoroughfare, and as the Municipality can make funds available they should endeavour to take the matter up systematically, opening out the narrowest places first. The Lieutenant-Governor trusts that the grant now made will induce the Corporation to address themselves vigorously to the work of improving communications throughout the northern part of the town.

From Chamber to the Government of Bengal.

Calcutta, 30th June 188[illegible]

The Committee of the Chamber of Commerce [illegible] me to acknowledge the receipt of your letter No. 78[illegible] of the 6th instant, in reply to their representation r[illegible] to the application of the fees realised in the Calcu[illegible]

Suburban Municipalities under the Jute Warehouse and Fire-Brigade Acts.

Your letter informs the Committee—

(1.) That they are under a misapprehension regarding the grant of Rs. 60,000 made by Government to the Calcutta Corporation: that although the grant was made out of the balance of Rs. 64,519 of the old Jute Warehouse and Fire-Brigade Fund, it was done advisedly, and that the Government in no way overstepped the law, since the Justices were empowered to apply any balance that might accrue, after payment of all necessary expenses, for the benefit of the town of Calcutta and the suburbs thereof in such manner as the Lieutenant-Governor might direct.

(2.) That the provision of Act V. of 1879, that any balance should be applied in reduction of license fees, has no application to any surplus that might have accrued prior to the passing of that Act.

(3.) That although the late Lieutenant-Governor might, if he thought fit to do so, have transferred the balance of the old fund to the credit of the new fund created under the Act of 1879, there was no legal obligation upon him to do so, and that Act of 1875 distinctly contemplated that the surplus that might accrue under it should be spent for the general improvement of the town and suburbs.

(4.) That the Lieutenant-Governor did not consider it advisable to transfer the surplus to the credit of the new fund for the reason that, were that done, it would be necessary under the new law to apply the surplus to the

reduction of the fees levied under the Act ; that the town and suburbs would have benefitted very little, while the owners of Jute Warehouses would have been freed from the payment of fees for nearly two years.

(5.) That, as this was not in accordance with the provisions of the law under which the surplus had accumulated, Sir Ashley Eden directed, under section 7 of the Act of 1875, that the bulk of the surplus, Rs. 60,000, should be transferred to the Calcutta Corporation, to be expended in widening the Chitpore Road for the general improvement of the town, and he transferred to the credit of the new fund only a small working balance of Rs. 4,519.

(6.) That the reasons for selecting the Chitpore Road as a part of the town which required opening out, and to the improvement of which the Rs. 60,000 might most advantageously be applied, are given in the letter of 5th April 1881, from the Government of Bengal to the Chairman of the Calcutta Corporation.

(7.) That besides this grant of Rs. 60,000, the following sums have been taken from the Jute Warehouse and Fire-Brigade Fund and appropriated to the following objects :—

Rs. 35,000 in August, 1875
Rs. 5,000 in January 1876 } for widening a narrow lane on the east of the Municipal Office ;

Rs. 16,552 in November 1875, for additional accommodation in the Alipore Lock-hospital ; and

Rs. 10,000 in January 1876, for improvement of the Suburban Municipality.

(8.) That all these grants, aggregating Rs. 1,26,552 were made prior to the passing of Act V. of 1879, that no injustice has been done to any one by these grants, and that no refunds are necessary.

(9.) That since the enactment of Act V. of 1879 which provided that the balance, after payment of necessary expenses, should be applied in reduction of fees, no such grants have been made for purposes foreign to the Act.

The Committee desire me to say that while they are indebted to the Lieutenant-Governor for the reply which has been given to their representation, they cannot abstain from expressing the very great disappointment with which they receive His Honor's justification of his predecessor's action in this matter, and his inability to respond favorably to the very reasonable request submitted by them in behalf of the interests which it is their duty to endeavour to protect.

It is therefore incumbent on the Committee to renew their application, and to support it by the following remarks, which they trust will serve to satisfy His Honor that they have sufficient grounds for this further appeal to his consideration.

The expediency of providing for the organization and maintenance of a Fire-Brigade was the primary and substantive object of legislation, as declared in the preamble to Act II of 1872; all the provisions of that enactment had reference to the special purposes for which the law was made; and the 25th section provides, as follows, for the

application of all monies derived from the sources sanctioned by the Act.

Application of Fund.

The Justices and Municipal Commissioners respectively shall apply the monies derived from the fees and penalties levied under this Act within their respective jurisdictions in payment of all expenses incurred by them respectively in or about the inspection and superintendence of Jute Warehouses and the granting of licenses in respect thereof. *In the case of Calcutta and the Suburbs, the balance of such monies after payment of the said expenses shall be paid to the credit of an account in the books of the Justices to be called the Fire-Brigade Account.*"

In January 1875, a bill was introduced into the Bengal Council by the Hon'ble Stuart Hogg, the then Chairman of the Municipality, which had for its object the amendment of the Act of 1872, especially with the view to modify the restrictive clauses which unduly and unnecessarily prejudiced the Jute trade: and after various amendments in Select Committee and in Council the Bill was passed in March following and became Act V of 1875.

Now a very material amendment had been introduced into this Bill, which unaccountably escaped the notice of the Chamber at the time, and the Committee cannot, after so long an interval, say how the amending section went unchallenged by any Member of the Council.

The section is as follows:—

"To section twenty-five of the Jute Warehouse and Fire-Brigade Act 1872, the following words shall be added, (namely):—

Addition to Section 25 of Bengal Act II. of 1872.

"And shall be applied by the Justices for the benefit of the town of Calcutta and the suburbs thereof in such manner as the Lieutenant-Governor of Bengal may direct;

"and in the case of the Municipality of Howrah, the balance of such monies, after payment of the said expenses, shall be paid to the credit of the Municipal Commissioners of Howrah, and shall be applied by them for the purposes of a Fire-Brigade, or for such other purposes for the benefit of the Municipality of Howrah as the Lieutenant-Governor of Bengal may direct."

The Committee of the Chamber greatly regret that an amendment of this character should have been passed by the Council, for it vested in the Lieutenant-Governor and the Justices a power to divert the funds raised for a special purpose to objects totally foreign to the primary subject which the original legislation was intended to promote, viz., *the establishment of an efficient Fire-Brigade,—and nothing else.*

But by the light which subsequent proceedings threw on the matter, there was unquestionably a particular object to be gained by the introduction of this clause, and the balance which had accumulated at credit of the Fire-Brigade Fund was at once swept away by improving, at a cost of Rupees 40,000, the immediate neighbourhood of the office of the Municipal Commissioners, and by large grants to the Alipore Lock Hospital and the Suburban Municipality.

The Committee respectfully question if this disposition of the surplus contributed by a severely-taxed industry is, in His Honor's judgment, a fair and equitable method of

supplementing the general funds of the Calcutta and Suburban Municipalities. And this, too, notwithstanding repeated complaints and assurances that the rates of charges for licenses were unduly high, and that a necessity for large reductions was evidenced by the fact that, over and above the actual expenditure incurred for the Fire-Brigade, there was a considerable surplus in the hands of the Justices at the time when the Act of 1875 was passed.

The Committee of the Chamber must perforce acknowledge that the law was not overstepped in making the earlier grants in question, for the Act conveyed the power to deal with the surplus in such manner as the Lieutenant-Governor might direct, and that there was no legal obligation to transfer so much of the surplus to the new Funds created under the Act of 1879: but it appears to the Committee that it would have been more just to have permitted such surplus to be absorbed in time by the legitimate charges of the Fire-Brigade, or distributed *pro-rata* among those who contributed towards it, or to have so reduced the fees as to lighten the burden borne by those who were liable to pay the tax.

With regard, however, to the sum of Rs. 60,000 appropriated to improving the Chitpore Road, the Committee have taken legal opinion, and are informed that such expenditure was altogether *ultra vires*, as the Act under which the late Lieutenant-Governor had power to sanction such disposal of the funds had been expressly repealed by Act V. of 1879.

That a grave injustice has been done the Committee respectfully repeat; a disclaimer is contained in the con-

cluding paragraph of your letter, but it is obviously inconsistent with what is admitted in the second paragraph, for it is there written—"The Town and Suburbs would have benefitted very little, while the Jute Warehouse owners would have been freed from the payment of fees for nearly 2 years;" and this freedom from taxation would have been prolonged for nearly 2 years more if the 60,000 Rs. appropriated to the Chitpore Road had been held at credit of the Fund. Or, if the surplus had been refunded to those who had contributed to it, the amount would not have been "frittered away," but a substantial relief afforded especially to those who can ill spare the license fees.

But the Committee go further, and desire to bring to His Honor's notice a fact which, in their judgment, completly establishes the position they have ventured to occupy in this correspondence.

When it was proposed to alter Act V of 1875, the Committee of the Chamber did not fail to look closely into the amending Bill; they at once protested against the 27th Section being incorporated in the new Act, and the abandonment of the objectionable clause and the modification of the Bill in accordance with the views submitted by the Chamber bear emphatic testimony to the impropriety of the legislation in 1875.

The following extracts from the Chamber's letter of 24th February 1879, and Government of Bengal reply of 1st March 1879, bearing on this point, are here given:—

"The Committee consider that these fees should be no higher than would be necessary to cover the expenses

connected with the survey and license of such premises, and their opinion in this respect is supported by that of the Lieutenant-Governor, whose instructions to the Calcutta Municipality were conveyed in Government of Bengal letter, dated 15th February 1878, in the following words:—"*But His Honor is of opinion that the fees charged under the Act should be fixed in such a manner as not to yield more than the sum required to render the Fire-Brigade self-supporting; and he would invite the Commissioners to keep this principle in view in dealing with all applications which may be made to them for reductions of the present assessment or for the issue of fresh licenses.*

"The justice and propriety of this instruction to the Municipality are so unquestionable, that the Committee cannot but express their astonishment and regret that the Bill should contain provisions which involve positive departure from the direction laid down in the above extract, for the 27th section of the Bill is entirely at variance, inasmuch as it contemplates the creation of a Fund which may present a surplus after payment of all expenses, and the application of such surplus to purposes other than that for which the fund is avowedly established. The Committee respectfully protest against provisions which completely ignore the principle which His Honor has forcibly impressed upon the attention of the Municipality, and desire to urge the application of any surplus of the Fire-Brigade Fund to the reduction of the scale of fees and penalties—the only legitimate purpose to which it can be applied."

From the Government of Bengal to Chamber.

Calcutta, 1st March 1879.

I am directed to acknowledge the receipt of your letter, dated the 24th ultimo, on the subject of the amendment of the existing law relating to Jute Warehouses and Fire-Brigades in the town and suburbs of Calcutta and Howrah. With reference to para. 6 of your letter, I am to say that the provision in section 27 of the Bill regarding the disposal of the surplus of the receipts to which the Committee of the Chamber take exception, is merely a reproduction of a portion of the existing law, and that the Government will carry out the intention already expressed of so regulating the fees that the income shall be just sufficient to meet the cost of collection, of superintendence, and inspection of warehouses, and of the maintenance of the fire-brigades. The Lieutenant-Governor therefore has no objection to the Bill being modified in accordance with this intention."

The Committee submit that the mere reproduction of that portion of the law to which the Chamber took exception would have been a perpetuation of a power the exercise of which has resulted in the grievance of which the Chamber has felt constrained to complain. If the clause was held by the Chamber, and admitted by the Lieutenant-Governor, to be objectionable in 1879, it must have been equally so in 1875; and its incorporation into the Act of 1875, for a purpose which subsequent transactions clearly shew to have been preconceived, was, in the Committee's judgment, an error in the early administration of Sir Richard Temple

which has resulted in hardship to the owners and occupiers of jute warehouses: and the Committee cannot but deprecate the action of Sir Ashley Eden in sanctioning, in 1881, a measure so entirely at variance with his official instructions to the Municipality in 1878, and the views recorded by him a year later in the letter above quoted.

In conclusion, I am desired to say that the accounts which you have been so good as to forward for information do not serve the Chamber's purpose, as they are not only imperfectly rendered, but accompanied by an Office Memorandum stating that the Fire-Brigade Budgets from 1875 to 1879 are wanting.

Government of Bengal to Chamber.

No. 808—*Calcutta, the* 30*th July* 1884.

With reference to the last paragraph of your letter dated the 30th ultimo I am directed to forward, for the information of the Chamber, the accompanying copies of the Budget Estimates of the Jute Warehouse and Fire-Brigade Funds for the years 1875 to 1879 (both years inclusive), and to say that the office memo., stating that the budgets for these years were wanting, was issued through an oversight. I am to add that a further communication will be made to the Chamber on the points raised in your letter referred to above.

From the Government of Bengal to Chamber.

No. 1515 *TM—23rd September* 1884.

In your letter dated the 30th June last, the Chamber of Commerce represented that they had been advised that the grant of Rs. 60,000 to the Corporation of the Town of Calcutta, sanctioned by the late Lieutenant-Governor from the surplus receipts of the old Fire-Brigade Fund, was *ultra vires*, as the Jute Warehouse Act of 1875, under which Government had authority to sanction such disposal of the funds, had been expressly repealed by Act V (B. C.) of 1879.

2. I am now directed to forward, for the information of the Chamber, a copy of the Hon'ble the Advocate-General's opinion on the subject. It will be seen that the Advocate-General is of opinion that, far from the law having been contravened in making the grant of Rs. 60,000 for the improvement of the town, it would not have been consistent with its provisions to have devoted the balance at credit of the old fund to any other purpose. This balance was the property by law of the Corporation after Act II (B. C.) of 1872, and Act II (B. C.) of 1875 were repealed, and the late Lieutenant-Governor would not have been justified in applying it in the reduction of the license-fees under the subsequent Act of 1879.

OPINION.

SECTION 25 of Act II (B. C.) of 1872 provided that, after payment of certain expenses, the balance of the moneys levied under that Act in Calcutta and the Suburbs, save

Howrah, should be credited to an account in the books of the Commissioners (*i. e.*, the Corporation of the Town of Calcutta) to be called the "Fire-Brigade Account."

No provision was made in that Act for the disposal of the surplus standing to the credit of the "Fire-Brigade Account."

By section 7 of Act II (B. C.) of 1875 it was provided that the last-mentioned surplus should be by the Commissioners (*i.e.*, the Corporation of the Town of Calcutta) applied for the benefit of the Town of Calcutta and the Suburbs in such manner as the Lieutenant-Governor of Bengal might direct.

These two Acts were repealed by Act V (B. C.) of 1879. This latter Act does not deal with the fund of the "Fire-Brigade Account;" nor does it create a Fire-Brigade Fund. It provides independently (*i.e.*, out of the moneys to be derived from the fees and penalties levied thereunder) for the following payments :—

1*st*—the expenses of the Fire-Brigade ;

2*nd*—for inspection and superintendence of jute warehouses, &c., &c., and it further provides for the disposal of any balance in reduction of fees to be levied on licenses (*see* section 24) ; and by section 25, provision is made for contribution by the Commissioners for the Town of Calcutta and the Suburban Commissioners in respect of certain expenses therein mentioned. This last provision casts a burden on the Corporation of the Town of Calcutta which would appear not to have existed before.

Under the above circumstances, I am of opinion that in dealing with the sum of Rs. 60,000, part of the surplus standing to the credit of the Fire-Brigade Account, the late Lieutenant-Governor of Bengal did not contravene the provisions of section 24 of Act V (B. C.) of 1879.

Secondly, that *at the time* the Lieutenant-Governor of Bengal dealt with the sum of Rs. 60,000, part of the fund above adverted to, he had no power of disposal over it, the power under section 7 of Act II of 1875 having been repealed by Act V of 1879, and not having been at such time in existence.

The power of disposition conferred by section 7 of Act II of 1875 having been taken away, the amount at credit of the Fire-Brigade Account at the time of the repeal of Act II (B. C.) of 1872 and Act II (B. C.) of 1875 in point of law belonged to the Corporation of the Town of Calcutta, and remained no longer subject to any such trust or control as was imposed by section 7 of Act II of 1875. That being so, the Corporation of the Town of Calcutta could deal with it as they liked. The order of the late Lieutenant-Governor, placing the disposal of the sum of Rs. 60,000, part of the Fire-Brigade Account, towards the improvement of the Chitpore Road, merely pointed the direction in which that sum of money was to be expended. The Corporation of the Town of Calcutta might, independently of such direction, have applied the sum of Rs. 60,000 to the improvement of the Chitpore Road.

G. C. PAUL.

The 30th August 1884.

From Chamber to Government of Bengal.

Calcutta, 20th October 1884.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 1515 T. M. of the 23rd of last month forwarding, for their information, a copy of opinion by the Honorable the Advocate-General on the subject of the grant of Rs. 60,000 to the Corporation of Calcutta for the improvement of the Town as sanctioned by the late Lieutenant-Governor from the surplus receipts of Jute Warehouse license fees.

The Committee note that the Advocate-General has recorded the opinion that the law has not been contravened in making such grant, and that it would not have been consistent with its provisions to have devoted to any other purpose the balance at credit of the old Fire-Brigade Fund.

The Committee instruct me to express their thanks for this opinion; but as it is at variance with that received by the Chamber and which guided them in addressing you on the 30th of June last, it will be satisfactory to the Committee if His Honor the Lieutenant-Governor will permit them to be furnished with copy of the case upon which the Advocate-General's opinion was given.

From Government of Bengal to Chamber.

No. 1208—*Calcutta the* 28*th November* 1884.

In compliance with the request contained in your letter dated the 20th ultimo, I am directed to forward for the information of the Chamber, a copy of a letter * addressed to the Solicitor to the Government of India in which he was asked to obtain the opinion of the Advocate-General as regards the legality of the grant of Rs. 60,000 to the Corporation of the Town of Calcutta sanctioned by the late Lieutenant-Governor from the surplus receipts of the old Fire Brigade Fund.

* No. $\frac{1248}{M}$, dated the 18th August 1884.

From Govt. of Bengal to Solicitor to Govt. of India.

No. 1248*T—M*, *Darjeeling the* 18*th August* 1884.

I am directed to forward copies of the correspondence noted in the margin, which has taken place between the Government of Bengal and the Chamber of Commerce, on the subject of the disposal of the receipts under the Jute-Warehouse and Fire-Brigade Act, 1875, and to request that you will be good enough to obtain and submit, for the information of Government, an expression of the

Letter from the Bengal Chamber of Commerce, dated 8th January 1884.
Letter to the Bengal Chamber of Commerce, No. 301, dated 30th January 1884.
Letter from the Bengal Chamber of Commerce, dated 15th May 1884.
Letter to the Bengal Chamber of Commerce, No. 789T—M, dated 6th June 1884.
Letter from the Bengal Chamber of Commerce, dated 30th June 1884.

opinion of the Hon'ble the Advocate-General on the point raised therein.

2. Section 25 of Act II (B.C.) of 1872, while providing for the application of funds raised under the Act, empowered the Justices in the case of Calcutta, and the Municipal Commissioners in the case of the Suburbs, to pay to the credit of an account, to be called the Fire-Brigade Account, the unexpended balance of all sums realized under the Act. The Act, however, contained no provision for the disposal of this unexpended balance. This omission was remedied by subsequent legislation and section 7 of Act II (B.C.) of 1875 accordingly provided that the balance should be applied by the Justices for the benefit of the Town of Calcutta and the Suburbs in such manner as the Lieutenant-Governor of Bengal might direct. In 1878, when the question of amending and consolidating the law relating to the Fire-Brigade was under consideration, the Bengal Chamber of Commerce raised objections to the re-enactment of these clauses, and represented the injustice of applying any surplus receipts that might accrue for purposes foreign to the objects of the Act. This view was accepted by the Government and the Legislature, and it was accordingly provided by section 24 of the new Act V (B.C) of 1879 that any balance which might remain after payment of expenses should be applied in reduction of the fees levied on licenses for jute-warehouses under the Act. This clause clearly governs the disposal of all surplus receipts which might accrue after the Act became law ; but there is no specific provision regarding the surplus which had already accumulated under the operation of the old Act. Some

delay occurred in reporting what was the precise balance which stood to the credit of the Fire-Brigade Fund on the date when the new Act came into force, and it was not till June 1880 that the amount of this balance was finally ascertained to be Rs. 64,519. The whole of this sum consisted of accumulations of fees, fines, &c., under the old Act, and should, under the operation of that Act, have been expended, under the instructions of the Lieutenant-Governor, for the benefit of the Town and Suburbs. It appeared to Sir Ashley Eden that, as the law stood, it was open to him either to expend it in this manner, or to transfer it to the credit of the new Fund to be formed under Act V (B.C.) of 1879. After mature consideration and communication with the Commissioner of Police, the Lieutenant-Governor decided that the money might most advantageously be spent in widening the Chitpore Road, and thereby afford further facilities for the jute traffic which was gradually increasing. The sum of Rs. 60,000 was accordingly placed at the disposal of the Calcutta Municipality, on the 5th April 1884, for the improvement of the Chitpore Road.

3. It will be seen from their letters of the 15th May and 30th June last, that the Chamber of Commerce hold that the above grant was made in contravention of section 24 of Act V (B.C.) of 1879. I am to enquire if, in the opinion of the Hon'ble the Advocate-General, the grant was, under the circumstances, *ultra vires*. It may be noted that if the contention of the Chamber of Commerce is correct [*i.e.*, that the repeal of the Act II (B.C.) of 1875 barred the Lieutenant-Governor from disposing of the surplus under that Act in accordance

with its provisions the claim to have the balance devoted to the reduction of fees under Act V (B.C.) of 1879 would equally appear to fall to the ground, as this Act only provides for the disposal of "the moneys derived from the fees, and penalties levied under this Act."

I have the honor to be,

SIR,

Your most obedient Servant,

COLMAN MACAULAY,

Secretary to the Government of Bengal.

PAYMENT OF HOSPITAL CHARGES FOR SICK SAILORS OUT OF PORT FUNDS.

An expression of opinion having been invited on a proposition that in consideration of a lump sum paid to them annually out of Port Funds the Government shall provide for the maintenance in hospital of sick sailors from vessels arriving at the port of any Presidency, and that the Indian Ports Act of 1875 be amended so as to cover that provision, the Committee replied that it would be a great improvement to do away with the present system of levying hospital dues if arrangements could be made to defray the necessary charges in the manner proposed, care being taken not to throw too heavy a burden upon the port in connection with the care of sick seamen.

From the Government of India, to the Government of Bengal,—

No. 631, *Calcutta, the* 31*st January* 1884.

I AM desired to forward copy of a Resolution of the Government of Bombay, No. 476, dated the 11th October 1883, proposing that section 59 of the Indian Ports Act, 1875, be amended in such manner as to enable the Trustees for the Port of Bombay to pay Government annually out of the Port Fund a lump sum in consideration of the Government providing for the maintenance in hospital of sick sailors from ships arriving at the port.

2. The Government of India agree with the Trustees that it is desirable not to levy any dues on shipping that can possibly be avoided, and, as at present advised, the President in Council is of opinion that the proposed amendments of the law might expediently be carried further than is proposed and made general, so as to enable other large ports, such as Calcutta, Madras and Rangoon, to dispense with the levy of hospital dues, and pay the hospital charges of sick seamen from port funds, where the funds are in a position to pay them.

3. Legislation to this effect would necessarily involve the amendment of section 47 of the Act, hospital charges not being specially included in the expenses therein specified as chargeable to the Port Fund account; while they cannot be held to come under the definition of "all other works maintained chiefly for the benefit of vessels," &c. I am to request that, after consultation with the Port authorities, the President in Council may be favoured with the views of the Local Government upon this question, and that any objection to the amendments suggested in the

Indian Ports Act may be stated at the earliest date possible.

BOMBAY CASTLE.

No. 476.—*The 11th October* 1883.

Transfer from the General Department, No. 1346, dated 19th April 1883—

Of a memorandum from the Surgeon-General with the Government of Bombay, No. 1799, dated 14th April 1883, who submits a correspondence from the Surgeon-Major in medical charge of the European General Hospital, Bombay, bringing to notice that at present seamen admitted into hospital pay, whilst their ship is in harbour, Re. 1 per diem, but as soon as the ship leaves no more payment, in the majority of cases, is made; hence a great loss falls upon Government in many instances: and suggesting that the rules as applied to the Calcutta shipping with respect to tonnage fees being charged to ships to cover expenses of seamen when sent to hospital should be made applicable to Bombay.

Letter from the Secretary, Bombay Port Trust, No. 1234, dated 26th April 1883:—

"Before making any remarks on the principle involved in the question raised by the Medical Department in the papers forwarded with your No. 152—S., dated 21st instant, the Trustees, I am directed to state, would like to be informed:—

(1)—What number of seamen have been cared for in the European General Hospital during, say,

last year, showing the number of days paid for and the number of days not paid for.

(2)—The total number of patients treated at the European General Hospital during the same period, so that it may be seen what proportion the sailors bear to the whole number of patients. Also the number of such patients who pay and of those who do not pay.

(3)—The net expenditure on the European General Hospital for the same period."

Transfer to the General Department, No. 59—P.T., dated 28th April 1883—

Of the above, with a request that the information asked for by the Port Trustees may be furnished.

Retransfer from the General Department, No. 2033 dated 13th June 1883 :—

Of the above, together with a statement furnished by the Surgeon-General with the Government of Bombay, giving the information required by the Port Trustees.

Letter from the Secretary, Bombay Port Trust, No. 2031, dated 9th July 1883.

"In reply to the reference made in your No. 232—S.,* dated 14th ultimo, I am directed to observe that the statement furnished by the medical officer in charge of the European General Hospital shows that the expenses of that institution were, during the year 1882, Rs. 66,564; that the total number of patients treated was 25,899, of whom only 7,418 were sailors; and that the sailors

* Original papers returned herewith.

contributed Rs. 5,565 towards cost of their maintenance and treatment. The average cost of maintenance and treatment is (Rs. 66,564÷25,899) Rs. 2·57, and this rate applied to 7,418 sailors gives Rs. 19,064. But from this amount has to be deducted the payments made by sailors, Rs. 5,565, thus leaving as expenditure incurred on their behalf Rs. 13,499 for the year.

"2. The Trustees are of opinion, and they hope that Government will agree with them, that it is not desirable to add either to the number or amount of the charges already levied against shipping. Owing to the increased trade of the port, the Trustees have submitted to Government a proposal to reduce the ordinary port dues by half an anna per ton, and an amendment of the Indian Ports Act by the Government of India is being passed to enable the reduction to be given effect to. It would, therefore, the Trustees consider, be a pity to take off half an anna with one hand only to impose some other charge with the other, and what they would therefore propose is to make an annual payment of Rs. 13,500 to Government to be applied towards maintenance of the European General Hospital, the amount to be subject to revision on the basis of the hospital returns, say, every three or five years.

"3. The Port Fund can, I am to state, bear a contribution to this extent and still allow the proposed reduction to be made in the port dues.

"4. It is not quite clear that the Indian Ports Act as it stands will allow of a lump sum being paid, but, if not, the necessary amendment will be very simple. The

levy of 'hospital' dues from certain vessels, and the exemption of certain others who might be able to satisfy Government that they have already made suitable medical provision for their crews, would be a somewhat troublesome and complicated proceeding, and the amount of revenue to be derived from any rate that might be fixed would, at the beginning at any rate, be matter of conjecture: whereas the proposal made by the Trustees will ensure that a payment equivalent to, and neither more nor less than, the expense incurred on behalf of the sailors is made in a lump sum to Government without trouble or friction of any kind."

Report by the Government Solicitor, No. 949, dated 24th September 1883.

RESOLUTION.—With memorandum No. 1346, dated 19th April 1883, the General Department transfers, for consideration and orders, one from the Surgeon-General with the Government of Bombay, No. 1799, dated 14th idem, who forwards a letter from Surgeon Major H. J. Blanc, M.D., Surgeon, European General Hospital, Bombay, No. 137, dated 9th idem, submitting correspondence relating to the levy of hospital port dues at Calcutta on vessels entering that port, towards meeting the expenses of seamen sent to the European General Hospital under the provisions of sections 59 and 60 of the Indian Ports Act, 1875, and requesting that such hospital port dues may be levied on vessels entering the port of Bombay, and remarking that at present seamen admitted into hospital pay, whilst their ship is in harbour, Re. 1 per diem, but as soon as the ship leaves no more payment in the

majority of cases is made, hence a great loss falls upon Government in many instances.

2. Section 59 of the Indian Ports Act, 1875, empowers the local Government to impose hospital port dues not exceeding one anna per ton on every ship entering any port subject to this Act, within a reasonable distance of which there may be a public hospital suitable for the reception of seamen requiring medical aid. Ships making proper provision for giving medical aid to the seamen employed on board are exempted from any payment under the section quoted above.

3. Section 60 of the Act directs that such hospital port dues shall be applied to the support of any such hospital as aforesaid.

4. The papers were referred to the Chairman, Bombay Port Trust, who in reply* requested to be informed :—

* Letter No. 1234, dated 29th April 1883.

(1)—What number of seamen have been cared for in the European General Hospital during, say, last year, showing the number of days paid for and the number of days not paid for.

(2)—The total number of patients treated at the European General Hospital during the same period, so that it may be seen what proportion the sailors bear to the whole number of patients. Also the number of such patients who pay and of those who do not pay.

(3)—The net expenditure on the European General Hospital for the same period.

5. Dr. Blanc, in forwarding a statement embodying the information required by the Port Trustees, states that "the return only shows the expenditure under the present system; whilst if port dues were paid by all vessels entering Bombay Harbour, all cases of sickness would be sent to this hospital, and the necessity of Captains entertaining private practitioners would no longer be required. This would be to the advantage of the seamen, who are only sent to the hospital in serious cases, the captain in many cases objecting to these men leaving the ship when a private practitioner is engaged."

6. The papers were again referred to the Chairman Bombay Port Trust, who observes * that the statement furnished by the Medical Officer in charge of the European General Hospital shows that the expenses of that institution were, during the year 1882, Rs. 66,564; that the total number of patients treated was 25,899, of whom only 7,418 were sailors; that the sailors contributed Rs. 5,565 towards the cost of their maintenance and treatment; that the average cost of maintenance and treatment is (Rs. 66,564÷25,899) Rs. 2·57, and that this rate applied to 7,418 sailors gives Rs. 19,064, from which should be deducted the payments made by sailors, Rs. 5,565, leaving as expenditure incurred on their behalf Rs. 13,499 for the year.

* Letter No. 2031, dated 9th July 1883.

7. The Trustees are of opinion that it is not desirable to add either to the number or amount of the charges already levied against shipping, and state that, owing to the increased trade of the port, they have submitted to Government a proposal to reduce the ordinary port

dues by half an anna per ton, and an amendment of the Indian Ports Act by the Government of India has been passed. † It would therefore, the Trustees consider, be a pity to take off half an anna with one hand only to impose some other charge with the other.

† *Gazette of India*, dated 4th August 1883, Part IV, page 127.

8. Under the circumstances, the Trustees propose to make an annual payment of Rs. 13,500 to Government to be applied towards the maintenance of the European General Hospital, the amount to be subject to revision on the basis of the hospital returns, say, every three or five years. The Port Fund can, it is stated, bear a contribution of this extent, and still allow the proposed reduction to be made in the port dues.

9. The Trustees state that it is not quite clear that the Indian Ports Act, as it stands, will allow of a lump sum being paid, but if not the necessary amendment will be very simple; and observe that the levy of hospital dues from certain vessels, and the exemption of certain others satisfying Government they have already made suitable medical provision for their crew, would be a somewhat troublesome and complicated proceeding, and the amount of revenue to be derived from any rate that might be fixed would, at the beginning at any rate, be matter of conjecture; whereas the proposal made by them will ensure that a payment equivalent to, and neither more nor less than, the expense incurred on behalf of the sailors is made in a lump sum to Government without trouble or friction of any kind.

10. The proposal of the Port Trustees to pay a lump sum annually towards the expenses of the European

General Hospital was referred to the Government Solicitor in view to ascertaining whether it could be carried out, and that officer now submits the opinion of the Hon'ble the Advocate-General, who states that this cannot be done under the provisions of sections 59 and 60 of the Indian Ports Act of 1875, because section 59 only empowers a Local Government to impose hospital port dues. The Hon'ble the Advocate-General further states that should the proposal of the Port Trustees be approved by Government section 59 of the Indian Ports Act will require amendment, or a new section added, to the following effect :—

"Provided that this section shall not apply to the Port of Bombay, and that it shall be lawful for the Government of Bombay, in lieu of imposing hospital port dues on ships entering that port, to receive payment from the Trustees of that Port of such annual sum as such Government and the said Trustees shall agree upon, and that such sum shall be applied as hospital port dues under section 60 of this Act."

11. His Excellency the Governor in Council is of opinion that the proposal of the Port Trustees to pay annually towards the maintenance of the European General Hospital the sum of Rs. 13,500 (subject to revision on the basis of the hospital returns, say, every three or five years), instead of levying hospital port dues, will satisfactorily meet the case brought to notice, and will therefore recommend to the Government of India that, in order to give effect to the proposal, the suggestion of the Hon'ble the Advocate-General be adopted.

B. H. POTTINGER, *Colonel,*
Acting Secretary to the Government of Bombay.

No. 476.

SUBMITTED to the Government of India in the Legislative Department, with reference to paragragh 11 of the foregoing Resolution.

B. H. POTTINGER, *Colonel*,
Acting Secretary to the Government of Bombay.

No. 308.

COPY forwarded to the Secretary to the Bengal Chamber of Commerce, with the request that the Lieutenant-Governor may be favoured with an expression of the Chamber's opinion on the proposal.

By order of the Lieutenant-Governor of Bengal,

C. W. BOLTON,
Under-Secretary to the Government of Bengal.

CALCUTTA ;
General Dept.—(Marine,)
The 9th February 1884.

From Chamber to Government of Bengal.

Calcutta, 18*th March* 1884.

I am directed to acknowledge the receipt of your official No. 308 of the 9th of last month forwarding, for an expression of the Chamber's opinion on the proposal it contains, copy of letter No. 631 of 31st January from the Government of India to the Government of Bengal, with correspondence annexed.

It is proposed by a Resolution of the Government of Bombay that section 59 of the Indian Ports Act, 1875,

be amended in such manner as to enable the Trustees of the Port of Bombay to pay Government annually out of the Port Fund a lump sum in consideration of the Government providing for the maintenance in hospital of sick sailors from ships arriving at the Port.

The Government of India agree with the Trustees that it is desirable not to levy any dues on shipping that can possibly be avoided, and are of opinion that the proposed amendment of the law might expediently be carried further than is proposed and made general, so as to enable the ports of Calcutta, Madras and Rangoon to dispense with the levy of hospital dues and pay the hospital charges of sick seamen from port funds where the funds are in a position to pay them.

In reply to this reference, I am desired to say that it would be a great improvement to do away with hospital dues, if arrangements can be made to pay hospital charges from port funds, and that the proposal to amend the present system has the Chamber's approval.

The Committee believe that the port funds can afford to bear a contribution to the extent of the hospital charges hitherto levied on the shipping; but it is essential that care be taken not to throw too heavy a burden upon the port in connection with the care of sick seamen, and the Port Commissioners will no doubt take steps to ascertain what the actual cost of each patient has been to the hospitals before they commit themselves to the payment of a lump sum annually for the maintenance of the hospitals as an equivalent to the hospital port dues hitherto levied.

AMALGAMATION OF THE PORT OFFICER'S DEPARTMENT WITH THAT OF THE PORT COMMISSIONERS.

On the important changes proposed under the scheme for amalgamating the Department of the Port Officer with that of the Port Commissioners, the views of the Committee and Members of the Chamber generally will be ascertained on reference to the following correspondence; but it may be stated, briefly, that the proposed arrangement has been favourably recognised by them as tending to secure for the port of Calcutta the advantages arising from unity of control, and the more economical and efficient conduct of the public service.

From Government of Bengal to Chamber.

No. $835\frac{T}{G}$, *Darjeeling, the* 21st *June* 1884.

I am directed to request you to be good enough to lay before the Chamber of Commerce the enclosed notes* on the subject of the proposed amalgamation of the Port Officer's Department with that of the Port Commissioners.

* Mr. Reynold's note, dated the 21st March 1884.
Captain Stiffe's note, dated the 31st May 1884.

A copy of each of the notes has been supplied to Mr. Keswick unofficially, who, it is understood, proposes to bring the question under the Chamber's notice. The

Lieutenant-Governor desires me to say that he would be glad if the question were thoroughly discussed, and an official reply, conveying the Chamber's opinion, made to the Government.

Amalgamation of Port Officer's Department with that of the Port Commissioners.

A scheme is understood to be now under the consideration of Government for building a new office for the Port Officer on the Strand Road to the north of the Port Commissioners' Office. At present the Port Officer holds his office in the Port Commissioners' building, and the Shipping Office, which is also under his charge, is located in the Sailors' Home. Before it is finally determined to erect the proposed new office, it may be worth while to consider whether the expenditure is really required, and whether the Government of Bengal could not dispense with the services of a Port Officer altogether.

This note is not intended to be an historical *précis*, and it need not therefore contain a detail of the steps by which the duties formerly performed by the Master Attendant have come to be divided among the Deputy Superintendent of Marine, the Port Commissioners, and the Port Officer. It will be sufficient to say that the Port Officer has been relieved of the charge of the dockyard, of the duties of Conservator of the Port, of the charge of port approaches, of the survey and buoyage of the Hooghly, of the charge of the light-ships, and of False Point light-house. On the other hand, the duties of the Shipping Office have been transferred to him from the Collector of Sea Customs.

The present duties of the Port Officer may be stated as follows:—

1. He is *ex-officio* Shipping Master of Calcutta.
2. He is President of the Examiners in Seamanship on the Board appointed for the examination of masters, mates and engineers.
3. He is Registrar of Shipping and Wrecks.
4. He is Superintendent of the Pilot Service, and has charge of the pilot brigs and of the steamer *Undaunted*.
5. He is Inspecting Officer for the out-ports, *i. e.*, the Orissa Ports and Chittagong.
6. He is the adviser of the Local Government on marine questions.

His salary is Rs. 1,400 a month, and the cost of his office establishment, contingencies, rent, &c., is about Rs. 2,000 a month.

The question of the complete amalgamation of the Port Officer's duties and establishment with those of the Port Commissioners has been under consideration since 1863, or seven years before the present Port Trust was established. The main difficulty has always been the objections alleged to the transfer of the Pilot Service to the charge of the Port Commissioners. This question was very carefully considered in 1880, and it was then determined (principally in consequence of the strong opposition expressed by the pilots themselves to the transfer) to leave the pilots under the Port Officer.

Putting this question of the Pilot Service for the moment aside, let us consider whether there is any other

of the Port Officer's duties which the Port Commissioners would be unable to undertake. The answer to this must be, that the Port Commissioners could not undetrake any duties connected with the out-ports. It would be entirely beyond their province to attempt any supervision of Chandbally or Chittagong. But for the remaining duties they could be responsible. They could undertake the working of the Shipping Office, unless it were thought advisable to re-transfer this duty to the Collector of Customs. They could advise the Government on marine questions, as the Deputy Superintendent of Marine is a permanent member of the Port Trust.

With regard to the out-ports, the time has probably come for giving Chittagong a Port Trust of its own. Such a measure will certainly be necessary when the railway is completed. There remain the Orissa ports, and there is no doubt some difficulty about dealing with these.

But it may be taken for granted that the amalgamation of the Port Officer's establishment and duties with those of the Port Commissioners would have been effected in 1880 if it had not been for the question of the Pilot Service. If the Pilot Service had been put under the charge of the Port Commissioners, a separate Port Officer would certainly not have been kept up in order to supervise the Orissa ports, or to perform any other of the Port Officer's duties.

The question, therefore, resolves itself into one of the transfer of the Pilot Service; and on this it is to be observed that the pilots (or many of them) are inclined now to take a different view from that which they took in

1880. Some of them have distinctly stated that they have no objection to be placed under the Port Commissioners, and it is believed that this is the feeling of a great majority of the service. They have, they consider, some grievance at present in the matter of pensions, and if Government would concede something on this point, the pilots would make no difficulty about being placed under the Port Commissioners.

Besides, there is no reason why the change should be treated as a formal transfer of the pilots from direct service under Government to service under a body independent of the Government. The Port Trust is nothing more than a department of the Government; the pilots could appeal to Government against an order of the Port Commissioners just as they now can against an order of the Port Officer. The Conservator of the Port Approaches is the natural (indeed almost the necessary) head of the Pilot Service. It was as Conservator of the Port Approaches that the Master Attendant was formerly Superintendent of the Pilot Service. The Port Commissioners have now succeeded the Master Attendant as Conservator, and they ought to take over his duties in connection with the pilots as well as with the approaches of the port.

It should be clearly understood that the proposed change is in the highest degree desirable in the interests of the Port of Calcutta. It will enable the Port Commissioners to carry out a number of reforms which cannot be introduced so long as the present system continues.

While the port approaches were under the Master Attendant the receipts did not cover the expenditure, and so far from the port dues being reduced it was proposed to raise them from four to six annas per ton. Since the Port Commissioners have had charge of the approaches they have been able to do away with port dues entirely. They have done this by treating the port as a whole, and making contributions from jetties, inland vessels' wharves, &c., to meet the deficit in port approaches. In the budget of 1884-85 the estimated income under port approaches is only Rs. 10,575 while the expenditure is Rs. 4,66,698, a sum of Rs. 4,60,000 being taken as contribution from Parts I, II, IV and VI.

It is expected that this abolition of port dues will have a great effect in increasing the popularity of the port: but even when these dues are abolished the port will still be an expensive one, and the heaviest of the remaining items is pilotage. From the return sent to the Port Commissioners with the Government endorsement No. 266, dated 5th February 1884, it appears that the amount paid in 1881-82 for pilotage and lead money was Rs. 8,55,206. The gross tonnage of the year was—

18,08,905...inward.
17,74,084...outward.

35,82,989...in all.

This made a pilotage rate of as nearly as possible four annas a ton, or as much as the old port due: and this was levied, not (like the port due) once on each visit

to the port, but once for going up the river and again for going down.

It is right that the Government should know that great dissatisfaction is felt at present both with the amount of charges for pilotage and with the way in which the pilotage receipts are expended. There is an impression that not only is there much waste and extravagance, but that there remains a large surplus which is credited to general provincial revenues. As to the first point, extravagant expenditure, it would seem from the return above referred to, that the whole of the cost of the Port Officer's Department is charged against pilotage, and that this cost is Rs. 56,870. The Port Commissioners believe that they could do the work for Rs. 20,000.

The steps which the Port Commissioners would take, if the Pilot Service were put under their charge, would probably be as follows:—

1. They would put a steamer or two steamers at the Sandheads instead of the brigs.
2. They would reduce pilotage rates at least 50 per cent, but would make up the loss to the pilots either by giving them a larger percentage, or by direct payments to them.
3. They would get rid of the *Undaunted*, which is of no use in the Hooghly. She might perhaps be turned to good account as tug-steamer in the Mutlah.

The Port Commissioners would require the services of an officer under Captain Petley, on a salary of (say)

Rs. 700 to Rs. 1,000 a month. But they want this assistance whether the Pilot Service is made over to them or not. If Captain Petley were to fall ill, or to go away on leave, there is no one to take his place.

This note is merely a rough outline, and is not intended to go into particulars. The orders under which I was invited to prepare it expressly stated that the Lieutenant-Governor, as at present advised, was not inclined to transfer the Pilot Service to the charge of the Port Commissioners, nor even to re-open the question of doing so. The object of the note is therefore only to put forward general facts and arguments which may perhaps incline the Government to reconsider the decision, and to look fully into the merits of the case. If this were done, I believe that the result would be to establish the following conclusions :—

1*st*.—That the Pilot service might be managed by the Government through the agency of the Port Commissioners quite as efficiently as it is at present managed through the Port Officer, and far more economically.

2*nd*—That so far from its being desirable for Government to incur the expense of building a new office for the Port Officer, the services of the Port Officer could, without much inconvenience, be dispensed with altogether.

As to the former of these points, the Port Commissioners would effect a large saving in establishments, and they would treat the pilotage dues as they have already treated

the port dues, *i. e.*, they would amalgamate them with the general receipts and expenditure of the port and would apply surplus funds from other branches of revenue towards the reduction of pilotage dues.

As to the second point. The periodical inspection of the out-ports is very nearly, if not quite, the only part of the Port Officer's present duties which the Port Commissioners could not undertake to perform. It is for the Government to decide whether this duty is of sufficient importance to justify the retention of a highly-paid official and a costly establishment. It is also to be remarked that the title of Port Officer of Calcutta is singularly unsuitable to an officer who has nothing to do with the Port of Calcutta. As the present Port Officer was appointed in August 1879, his five years' tenure of office will terminate in a few months, and the present seems therefore a suitable opportunity for raising the question whether any successor need be appointed.

H. R.

21-3-84.

NOTE.

I HAVE numbered the paragraphs in the minute, and propose to remark *seriatim* on such of them as appear to me to require it. I would, however, in the first place, say that in the main I agree with the matter of the minute, although not with the manner, on the principle that a body of people are likely to manage their own affairs if not better than, at least more to their liking than any Government department. But if the Port Commissioners are held to be a department of Govern-

ment, then I do not see why one department should do better than another. The gist of the proposal put forward is that the Port Commissioners should take over the remainder of the Port Officer's duties, which would then be under an officer and assistant to be appointed by the Commissioners. These officers would perform almost exactly the duties held by the Port Officer and his assistant before November 1881. I may perhaps observe that the Government of India has reserved the appointments of Port Officer and Assistant Port Officer for officers of their own Marine. Whether that Government will be disposed to waive this right is a question which I would only indicate.

The advantages of the proposed transfer are undoubtedly great, *viz:*—

(1) *Unity of control.*—The necessity for this, which I did not fail to point out when my post was at a previous period dismembered, I fully admit, and have much felt since the transfer of a portion of my duties.

(2) *Economy.*—This, which was one of the reasons assigned for breaking up the Port Officer's duties, ought, in my opinion, to result from the reunion of the broken office. I shall offer some remarks, further on, on this subject.

(3) *The power to carry into effect improvements.*—This is undoubtedly a gain, and would be possessed by the proposed management to a great extent; the present has not the same facility.

(4) *Facilities for maintaining vessels.*—To the above I would add that as the only Government docks

able to take our brigs, &c., are about to be transferred to the Commissioners, they would probably be able to arrange more cheaply for the future repairs and maintenance of the pilot vessels than Government could do if it had to go into the market.

Paragraph 1.—I would most respectfully remark that a Shipping Office will be wanted whether the Port Commissioners take over the duties of Shipping-master or not, and I presume that additional office room will also be required by them, as only two or three months ago the Commissioners proposed, on the ground of want of space for their present requirements, to turn me out of the greater part of the premises which I now rent from them, and which are insufficient and ill-adapted for the wants of my present office. An extension of office accommodation is then urgent.

Paragraph 3.—There are various other duties * at present attached to my post besides those enumerated, any or all of which, however, could probably be discharged by the Port Commissioners.

Paragraph 4.—The sanctioned salary of the appointment of Port Officer is only Rs. 1,000, the additional Rs. 400 being a personal allowance, granted, on special grounds, to the present incumbent.

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* Issue and registration of certificates. Examiner in Navigation. President Examiner of pilots, leadsmen, tug-pilots, and inland commanders. Passenger Act certificates. Compilation of various returns of vessels under Bengal. Reports of casualties to Government, and sitting as member of Marine Courts.

Paragraph 6.—The inspection of the Orissa ports is a minor matter, and could probably be carried out by arrangement by an officer of the Marine Department of India. But, in view of the large shipping interests existing in Calcutta and of the growing importance of the ports of Chittagong and Chandbally, it seems to me to be a question, demanding very serious consideration, whether it is well that the Bengal Government should have no officer of their own to advise them or to whom they can refer in marine matters, and should have to depend entirely for advice and assistance on an unpaid body of gentlemen, of which, however able and willing they may be, the composition must necessarily be continually changing and whose responsibility cannot be enforced.

Paragraph 7.—Representation as to the advisability of a Port Trust at Chittagong was made by me some time since, and has been again put forward by Captain Brebner.

Paragraphs 8 *to* 10.—Since my return to India I have had no opportunity of taking the sense of the pilot service regarding the proposed transfer; nor should I think it right or consistent with discipline to do so, unless specially ordered by Government. I may perhaps mention that one representative senior pilot has recently spoken to me on the subject, and he certainly seemed opposed to the transfer as decidedly as ever. The feeling expressed to me by him is substantially this.—We see that practically the will and ideas of Port Commissioners mean the will and ideas of one man, which are given irresistible effect to by appearing under the name and high sanction of the eminent Government

official who acts as the Chairman, and of a body of influential men. It is, moreover, impossible for the Commissioners, all of the members of whom have their hands full of work, either official or mercantile, to exercise any real control, and we are afraid the power might, under altered circumstances or in different hands, be used to our detriment.

But assuming the transfer were considered by Government expedient, I think that if, as a condition, some concessions were made in the pending pension question, no opposition would be raised, and it is of course a question which I should personally be disposed to answer in the negative, for Government to decide whether the pilots have in any case any *locus standi* in opposition to any officer or officers who it may be proposed should be placed at their head by Government.

Paragraph 10.—I would observe with regard to this paragraph that the separation of the duties of Conservator of the river from the pilot service was three years ago represented as highly desirable by a large committee.

Paragraphs 12 *and* 13.—The arguments in these paragraphs seem to me to shew that a larger sum is now being raised from the public than is necessary. In 1880-81, the last complete year under this department, the actual expenditure on port approaches was given by the Accountant-General as Rs. 3,68,000 ; it is now stated in the minute to amount now to Rs. 4,67,000. In 1882-83 it was Rs 4,36,000. As the whole of this large expenditure has been met out of various charges in the port (as jetty and warehouse, moorings, &c.), which for brevity I will call jetty receipts, it appears that previously to having to meet the above charges

on port approaches, the charges might have been largely reduced with advantage to the public. But this is not all; the pilotage receipts in 1882-83 were Rs. 8,86,000, of which Rs. 5,21,000 were disbursed to the pilots. It is now proposed to reduce this charge by one-half, and meet the further expense of Rs. 4,43,000 thus caused from the still overflowing jetty receipts. In other words, since November 1881, the Commissioners will have been able to pay yearly extraneous charges amounting to Rs. 4,67,000 + Rs. 4,43,000 out of jetty receipts. I am willing to concede that to reduce port dues and pilotage is probably a more tangible and popular way of reducing the expenses of ships than to lower the jetty charges, but if this is so, would it not be better to abolish pilotage altogether? This would be more logical than to levy only half the amount required to meet the expenses and call it pilotage.

The old system of levying separate dues sufficient to cover, as far as possible, each head of expenditure had, at any rate, the advantage of being quite intelligible, and enabled charges to be more readily apportioned than under the proposed and partially introduced system by which the ship, *master* is relieved of expenses fairly falling on the ship at the expense of the *shipper* or *consignee* of goods, who in reality pays port dues under the name of jetty charges. It is, however, quite possible this system may tend to the benefit of the port by inducing more ships to visit it.

What, however, I most respectfully protest against is that this reduction of pilotage or the reduction of port

dues should be represented to Government, as the result of economy or "saving" in expenditure. In the case of the port dues I have pointed out from the minute itself that this is not only not the case, but that the expenditure appears higher than formerly. It is not easy to understand the mercantile public is content to accept the surplus in jetty charges while objecting to a merely nominal one in the pilotage fund.

Paragraph 14.—This paragraph, which gives currency to charges of "waste" and "extravagance," and implies the writer's concurrence in the charges brought against this department, I own to have read with feelings of pain. Government is, I think, aware that this is unfounded. Every item of expenditure is fixed by Government, and no repairs or stores are sanctioned for the ships without authority. But until such charges are put forward by a responsible person in a tangible manner it is vain to attempt to grapple with them. The impression of an existing surplus is not less erroneous, especially since the reduction of the pilotage to the public in 1881, to which no reference is made, but which involved a decrease in the Government share of the receipts annually of Rs. 1,50,000, the whole of which has gone to benefit the mercantile public. The unreality of the outcry raised about the high pilotage is indicated by the fact that every line of steamers that possibly can do so, gets a special pilot, to whom more is paid than even the prescribed pilotage; and, further, there is too much reason to believe that the practice of paying, in addition, illicit *douceurs* to the pilots prevails on a very extensive scale.

The cost of the Port Office is stated as Rs. 56,870, but this was prior to the large reductions made in 1882. The present scale sanctioned is as follows:—

		Rs.
Salaries—Port Office (including my personal allowance.)	...	29,532
House-rent and contingencies	...	9,241
		38,773

There is in addition a wreck department clerk paid by the Government of India.

Paragraph 15.—The proposal to put a steamer on pilotage duty at the Sandheads has been long ago raised by this office, and is now under consideration. To the reduction of the pilotage question I have referred above. As regards the steamer *Undaunted*, I respectfully differ entirely from the view propounded. It is not stated what the duties of that vessel in the deserted Mutlah are to be, and I confess that I am quite unable to guess. In the Hooghly some steamer is required to be ready to take pilots at an hour's notice to the Sandheads, and if the *Undaunted* is not used for the purpose another sea-going steamer of the same size will be required. A smaller vessel, even of the size of the steamer *Celerity*, has not been found suitable. Whether the *Undaunted* is exactly the vessel that would be bought or built

now for the purpose is not necessary to discuss. She is over 19 years old, and endless improvements have been made in steamers since she was built. But she is a powerful tug, and I submit Government ought to have a powerful tug in this river not only to assist their own vessels after a storm, when all private tugs would be busy and could not be depended on, but also to assist merchant vessels in distress anywhere on the coast of Bengal. On this point I hold the views entertained by the Marine authorities in England. As soon as accidents occur in the English Channel, Government tugs, or even men-of-war, are sent at once to assist and save not only life but property. To shew this I append an extract* taken at random from an English newspaper

Vessels ashore in the Channel.

The steamer *Duke of Westminster*, of and for London from Brisbane, with passengers and a general cargo, went ashore at Atherfield, Isle of Wight, at about 10 o'clock on Thursday night. Twenty passengers were landed at Brixton by lifeboat, and reported the vessel to be in a critical position. The coastguard who remained on board some time after the stranding, returned yesterday morning, and reported that she was lying very awkwardly, head-to about west, with propeller gone and making a little water, and *two Government tugs left Portsmouth in the afternoon to give assistance to the vessel.* A telegram from Newport last evening stated that tugs have been at work endeavouring to move the steamer, which they found lying upright on a ledge which is the most dangerous point off Atherfield. As yet she has not moved, but the tugs would resume work when the tide again serves; and as she was apparently intact and the sea calm, there was good hope of getting her off. All the passengers had been safely landed by lifeboat, but the captain and crew had refused to leave the ship. The *Duke of Westminster* is a steel steamer of 3,726 gross tons, was built at Barrow in 1882, and is owned by the Eastern Steamship Company (Limited). A Lloyd's telegram from Atherfield, 7-50 P.M. last night, said:—"The *Duke of Westminster*, more in shore, still makes no water. *Government tug* Comet *here; Seahorse to follow.* An attempt will be made to tow her off at 2 A.M. to-morrow.

The italics are mine. The *Undaunted* is the only vessel of the class that this Government possesses for service over its whole coast. Perhaps, however, I am going out of the way to defend what is not seriously attacked, for no reason is given why the *Undaunted* is considered useless in the Hooghly.

Paragraph 16.—The loss of Captain Petley's services would no doubt be serious, but I may perhaps venture on the remark that if he should go away, as supposed, his department would still have the able assistant, Mr. Reed, who was transferred from this department, having for many years carried on the work under this office, and who no doubt would afford as efficient aid to the officer temporarily succeeding Captain Petley, as he did to that officer himself when the latter first joined.

Paragraph 17.—(1). I admit that it is possible the Commissioners would manage the work as efficiently as at present, but I do not believe they would do it more economically. If we take the river survey for example, in two years two steamers have been added to the service, and a large increase of "personnel" made, I would not say unnecessarily.

Paragraph 17.—(2). As I have already stated, I feel sure that, whether the pilot service is made over to the Port Commissioners or not, a new office *must* soon be built for the Shipping Office. Any one interested in the matter can satisfy himself on this point by a visit to the Strand Road at 11 or 12 in the day and by looking at the crowd of men, Native and European, standing about in the sun or rain in the street, or in the "gully" leading to the present office, for want of any shelter or waiting-room.

With regard to myself personally, it will be observed that I have said nothing in this note, as I understand that in any arrangement which may be made my own position and emoluments will not be in any way affected. As His Honor the Lieutenant-Governor is aware, my

tenure of my present office has been extended by the Government of India to November 1886. Should circumstances render any change in the intentions of Government with respect to myself necessary, I feel confident that Government will give me an opportunity of urging what I may wish to advance in my own behalf before any decision is arrived at.

As regards the title of "Port Officer," I have more than once expressed my opinion. The old and time-honoured name of Master Attendant appears to me preferable in every way; and I see no reason why the old name should not be resuscitated. There are many petty objections to the present designation besides its unmeaningness.

A. W. STIFFE,
Port Officer of Calcutta.

Calcutta, the 31st May 1884.

From Chamber to the Government of Bengal.

Calcutta, 21st August 1884.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. $835\frac{T}{G}$ of the 21st June, forwarding Notes by the Chairman of the Port Commissioners and by the Port Officer on the subject of the proposed amalgamation of the Department of the latter officer with that of the Port Commissioners.

The Committee instruct me to say in reply, that they have furnished members of the Chamber generally with copies of these Notes in order to obtain from them a careful consideration of, and report upon, the several points contained in them; and from the replies which they have received, the Committee are in a position to state that there is a general consensus of opinion that the amalgamation would result in the undoubted advantages of (1), unity of control in large and increasing administrative interests, of (2), greater economy in conducting the Pilot Service, of (3), the power to effect future improvements, and of (4,) facilities for the efficient repairing and maintenance of Pilot Brigs and other vessels that may be placed under the Commissioners management.

Upon these broad and important grounds the proposed amalgamation has been favourably recognised by members of the Chamber, and it is satisfactory to find that the Port Officer himself frankly concedes the advantages that would result from the measure.

On the special question whether it is expedient to transfer to the Port Commissioners the control of the Pilot Service, which is now vested in the Port Officer, there is an almost unanimous opinion that the transfer of the controlling authority should be made; and that any objections that may have been raised, or sentimental scruples entertained or expressed by the Pilots themselves, as to any change in the administration under which their services would be continued, can be removed without difficulty by a fair scale of remuneration for present duties and a liberal

provision for the future ; for the proposed change would not in any way affect their status as Government officers, and if their service was superintended by one of their own body selected for his professional experience and intimate knowledge of the character and qualifications of its members, the efficiency and interests of the Service would be carefully protected and promoted.

Some members of the Chamber, however, have been struck by the following assertion in Mr. Reynolds' memorandum: "Since the Port Commissioners have had charge "of the approaches they have been able to do away with "port dues entirely. They have done this by treating the "Port as a whole and making contributions from jetties, "inland vessels' wharves, &c., to meet the deficit in port "approaches. In the Budget of 1884-85 the estimated "income under port approaches is only Rs. 10,575, while "the expenditure is Rs. 4,66,698, a sum of Rs. 4,60,000 "being taken as contribution from Parts I, II, IV and VI."

And they find in the Port Commissioners' Administration Report for 1882-83 the following :—"The reduc- "tion of Port dues from 3 annas to 1 anna per ton came "into operation from the 1st April 1882, leaving the "Commissioners to make up from other sources of "revenue what was lost by the abatement in the "Port due charges levied upon the shipping."

The Committee of the Chamber are aware that the remaining one anna has since been taken off also, and fully recognise that it would be impossible to do justice to the Port as a whole by insisting on such rigid adherence

to the distinct and separate working of each department as would prevent reciprocal assistance; but the opinion of some members of the Chamber is that, in working the affairs of the Port already under their control, the Commissioners have heretofore shewn a disposition to cheapen and make the Port popular with the shipping interest without always sufficient consideration for the merchant and others concerned; and in illustration of this, it is pointed out that since the reduction of Port dues from 3 annas to 1 anna per ton came into force on 1st April 1882, the funds required to meet the expenditure of Rs. 4,36,369 under the heading of "*Port Approaches Account*" have had to be made up by contributions of Rs. 1,19,500 from Jetties, Rs. 90,000 from Inland Vessels' Wharves, and Rs. 98,000 from Strand Bank Lands, or a total contribution of Rs. 3,07,500.

These funds, it is argued by some, might more properly have been applied to the reduction of the charges levied under these various headings, upon imports, &c.; and in the future great care should be taken to avoid any abuse of the system of working the Port as a whole, such as might lead to the undue subordination of one interest to the undue amelioration of others.

THE JUTE MEASUREMENT SCHEME: REPORT OF THE MANAGING COMMITTEE.

In their last Report the Committee expressed a confident belief that the expectations of all who were interested in the scheme for the mea-

surement of jute and other baled cargo shipped from this port would not be disappointed; and they have now the satisfaction of placing on record a complete confirmation of their views in this important respect. The following Report of the Managing Committee will inform members of the Chamber how successfully the measure has been carried through; and your Committee regard the results that have been attained as a practical removal of the difficulties to which the trade of the Port had been long exposed, and for which all interests concerned are under great obligations to the gentlemen who have placed the measurement system upon a firm and permament basis.

Calcutta, 29th November 1884.

TO THE PRESIDENT AND COMMITTEE OF THE BENGAL CHAMBER OF COMMERCE.

GENTLEMEN,

THE term of service for which we were elected as Managing Committee of the Jute Measurement Scheme having expired, we have the honor to resign into your hands the trust which we were requested to undertake, *viz.*, the organisation of, and giving practical effect to, a comprehensive scheme for the measurement of baled and other cargo exported from Calcutta, the introduction of which had been so long advocated by the Chamber and the commercial community of this port.

In now tendering the resignation of the office which we have held, we submit for the information of the Chamber of Commerce a brief record of our operations and of the results that have been realised.

Our first meeting was held on the 9th of August 1883, and at frequent subsequent meetings our attention was specially given to various preliminary arrangements necessary for securing a staff of competent measurers and to matters of detail in connection with the future working of the scheme.

As the adoption of the proposed system of measurement would necessarily involve some material amendment of the Chamber's rules and practice which formed part of the tonnage schedule of the Port, and as such amendment could not be made without previous notice required by the Chamber's regulations, the introduction of the new system, for which all preliminary arrangements had been carefully prepared, could not come into force until the Chamber's amended schedule had effect. That, however, was completed on the 4th of October, on which date it was unanimously resolved that the measurement rules should be incorporated with the Chamber's schedule.

In the interval, however, and in anticipation of sanction under the new system, a Circular was issued by us giving notice that we considered it advisable, in view of the beginning of the Jute season, to appoint measurers and to begin work on the 1st of September, and our readiness to commence operations was responded to by applications from shippers, and during that month 55,000 bales were passed by the measurers.

This preliminary step led to an active expansion of the system so soon as its general introduction, as a rule of the Port, was authorised, and in the month of October 117,000 packages were registered. So well did the system work, that up to the end of May of this year, or in nine months from the first measurement, the usefulness and popularity of the scheme were attested by the certificated measurement of one million of packages, and including the work done during the three following slack months of the year, the total on the 31st of August amounted to 1,173,200 packages by sea-going vessels and 6,730 tons of cargo by inland steamers.

The advantages of the new system have been so generally recognised and its supervision and application so carefully conducted, that we have had to meet large demands for the employment of measurers in unexpected branches of shipping business.

While formerly ships took less than 7½ bales to the registered ton, they now frequently take over 8 bales to the ton. It is to be hoped that these results will tend to remove the opposition that still exists in certain quarters to the universal employment of measurers.

Thus far, therefore, we may congratulate the Chamber, and all whose interests have been protected by the introduction of a scheme which has tended, in a considerable degree, to promote the convenience of the port generally, and especially of the trade of one of the largest and most important industries of Bengal; and we are confident that our successors in the office we now vacate will do all in their power to insure the satis-

factory continuation of the measurement scheme of the Port.

The accounts and books have been examined by Messrs. Browne and Lovelock, whose audit of Receipts and Expenditure to the 31st of August is submitted for your information.

We remain,

Gentlemen,

Your obedient servants,

WM. BLEECK,
JOHN CROFT,
A. M. SYRIOTI,
GEO. EVANS GORDON,
J. A. ANDERSON.

SWORN MEASURERS' FUND.

ABSTRACT of Receipts and Disbursements from 17th September 1883 to 31st August 1884.

RECEIPTS.	Rs.	As.	P.	PAYMENTS.	Rs.	As.	P.
To Cash received for Measurement of Exports and Imports ...	40,084	13	7	By Cash Paid—			
				„ Office Furniture	1,619	1	6
				„ Establishment	32,538	13	0
				„ Rent	417	8	0
				„ Charges General	1,776	14	9
				„ Cash at Bank of Bengal ... 2,090 5 10			
				„ In hand ... 823 2 6			
					3,732	8	4
Total Rs. ...	40,084	13	7	Total Rs. ...	40,084	13	7
Outstanding for work done prior to 31st August—							
India General Steam Navigation Co. ... / River Steam Navigation Co. ... ... } 6,500 8 3							
Less paid on Accounts ... 3,000 0 0				Liabilities, 31st August 1884 –			
	3,500	8	3	Establishment	5,305	7	3
				Rent	115	0	0
Sundry Shippers	2,226	13	6	Charges General	158	14	9
Total Rs. ...	5,727	5	9	Total Rs. ...	5,579	6	0

Calcutta, 19*th November* 1884.

Browne & Lovelock,
Auditors.

Bengal Chamber of Commerce,

Calcutta, 22nd December 1884.

MESSRS. W. BLEECK.
JOHN CROFT.
A. M. SYRIOTI.
GEORGE EVANS GORDON.
J. A. ANDERSON.

The Managing Committee of the
Jute Measurement Scheme.

GENTLEMEN,

I AM desired by the President and Committee of the Chamber of Commerce to acknowledge the receipt of your letter of the 29th of last month, in which you tender the resignation of your office as Managing Committee of the Jute Measurement Scheme, and submit a record of your operations and of the results that have been realised.

The President and Committee cannot receive your resignation without expressing their sense of the great service you have rendered to the Port of Calcutta by the successful introduction and practical application of a system which has thus far resulted in material benefit to all interests concerned; and they most cordially acknowledge the obligations under which you have laid the Chamber of Commerce, and thank you for the very efficient performance of the duties which have so long engaged your attention.

The results of your operations appear to the President and Committee of high value and much in the interests

to the shipping business of this port, and they are obviously due to the persevering efforts which you have made for placing the measurement system upon a firm and permanent basis.

I am,
Gentlemen, Yours faithfully,
(Sd.) H. W. I Wood,
Secretary.

PROPOSED EXTENSION OF THE VALUE-PAYABLE PARCEL SYSTEM TO PARCELS BOOKED IN LONDON FOR INDIA.

The Chamber was consulted by Government on the proposed extension of the value-payable parcel system to parcels booked in London for India, and the Committee finding that their views did not agree with those expressed by a former Committee so far back as 1878, on the same subject, considered it desirable to consult the members of the Chamber generally. The result of the consultation was a small majority against the proposed extension, but many members expressed no opinion at all. The Committee felt that Government interference in any shape with private trade, except under the most urgent necessity, should be discouraged. They considered that the facilities afforded by the Parcel Post and Money Order Office to the public wishing

to obtain small articles from home-tradesmen were already so great that further wants might safely be left to be met by private enterprise, and they hope the reply sent in to Government will have the general approval of members.

RESOLUTION.

No. 2979.—*Simla, the 22nd August*, 1884.

Read again—

Resolution by the Government of India in the Department of Finance, No. 3164, dated 8th October 1878.

Read also—

Letter from Director General of Post Offices, No. 9335, dated 6th January 1879, and enclosure.

Letter from Director General of Post Offices. No. 10641, dated 10th February 1879, and enclosures.

Letter from Madras Chamber of Commerce, dated 16th November 1878.

Letter from Calcutta Trades' Association, dated 10th January 1879.

Letter from Calcutta Trades' Association, dated 3rd March 1879, and enclosure.

Letter from Madras Trades' Association, dated 13th February 1879, and enclosure.

RESOLUTION.—In the Notification published by the Director General of Post Offices, on 1st November 1877,

in which the introduction of the "value-payable" system in respect of inland parcels was announced, it was intimated "the system of 'value-payable' parcels would shortly be extended to 'overland parcels' booked in London for India."

2. This intimation called forth a protest from the Calcutta Trades' Association contained in a letter from the Secretary to the Association addressed to the Director General of Post Offices, dated 8th December 1877, in which objections to the intended extension of the system to overland parcels were set forth, and it was stated that the Association would prefer to "see the entire scheme abandoned rather than it should be adopted in its present objectionable form." This letter was laid before the Government of India by the Director General of Post Offices.

3. The Secretary, Calcutta Trades' Association, then addressed a letter, dated 23rd February 1878, to the Government of India. In this it was stated that the Committee of the Association were of opinion that the requirements of the general public were fully met, so far as Government is justified in providing for them, by the facilities of procuring goods from England by the overland parcel post, and of paying for them by money orders; that it is not a part of the duty of the Government of India to collect bills for traders either within or without the country; that a consideration of the broad principles involved had led the Committee to alter the opinion previously expressed in favour of the introduction of the scheme as regards inland parcels; and that the Committee would now prefer to see the scheme abandon-

ed in its entirety. It was also stated that serious injury would be caused to the interests of those engaged in trade in India.

4. The opinions of other representative bodies were then obtained on the question whether the extension of the system to overland parcels would or would not be a boon to the public.

5. The results of this enquiry were announced, and the opinion of the Government of India on the whole question was stated in the Resolution read in the preamble, which was published in the *Gazette* of *India*, dated 12th October 1878. With the exception of the Chamber of Commerce, Madras, and the Trades' Associations of Madras and Bombay, which supported the view of the Trades' Association, Calcutta, all the representative bodies consulted, including the Chambers of Commerce of Bengal and Bombay, approved of the proposed extension. The remarks of the several Trades' Associations and Chambers of Commerce were invited on the Resolution, with special reference to the opinion expressed by the Bombay Trades' Association that they would be inclined to look with favour on the proposed extension, if the scheme were also extended to parcels booked in India for England as well as to parcels booked in London for India.

6. The Chamber of Commerce, Madras, and the Trades' Associations of Calcutta and Madras replied to this Resolution by intimating that their former views were adhered to, and advancing further arguments in

support of those views. The Calcutta Trades' Association also intimated that their views were shared by 177 Mofussil firms whom they had consulted. The Bombay Trades' Association did not reply.

7. The Government of India believed the idea to be unfounded that Indian tradesmen who dealt in foreign goods would be injured by the extension of the value-payable system to overland parcels. But the whole value-payable scheme, both inland and foreign, being at that time new, it was thought better to drop for the time being the foreign branch of it, to which objection was taken.

8. Since that decision further experience has been gained in the inland value-payable system. The following table shows the number and value of articles transmitted by value-payable post since the introduction of the system :—

Year.	Number.	Value.
		Rs.
1877-78	413	6,721
1878-79	7,408	1,32,109
1879-80	25,589	3,40,857
1880-81	49,389	5,76,574
1881-82	99,416	10,80,543
1882-83	1,74,301	16,86,098
1883-84	2,64,266	25,07,649

9. These figures conclusively prove the growing appreciation of the value-payable post, both by the general public and by tradesmen. The Governor-General in Council is disposed to think that the opposition for-

merly shown to the scheme may prove to have been modified by the experience which has been gained of the working of the inland value-payable system, and that, in so far as the extension of the system to the overland parcel post would facilitate the importation of small objects of European manufacture into India, the measure, while not injurious to tradesmen, would be of great advantage and convenience to the general public. It is believed that the German Post Office now exchanges annually more than a million value-payable articles with other countries, and that it also has an Agency in England. There seems to be no reason why similar facilities should not exist between India and England.

10. Before, however, proceeding further in the matter, the Governor-General in Council desires to ascertain the present state of public opinion on the subject.

11. He therefore directs that this Resolution be published in the *Gazette of India*, and that it be communicated—

(*a*) to all Local Governments and Administrations, with the request that they will consult representative bodies and individuals in their respective jurisdictions, and send copies of the replies, together with their own opinion, on the proposal;

(*b*) to the Chambers of Commerce and Trades' Associations of Calcutta, Madras and Bombay, with the request that they will communicate their opinion on the proposal; and

(*c*) to the Director General of the Post Offices of India.

J. F. FINLAY,
Offg. Under-Secy. to the Govt. of India.

From Chamber to the Government of India.

Calcutta, 13th November 1884.

I am directed by the Committee of the Chamber of Commerce to inform you that the Resolution No. 2997, dated the 22nd August 1884, of the Government of India in the Department of Finance and Commerce, on the subject of the extension of the system of "value-payable parcels" to Overland parcels booked in London for India has had their most careful consideration.

In April 1878 this Chamber was invited to give an expression of opinion on the point whether the extension of the "value-payable system to overland parcels would or would not be a boon to the public, especially to European residents in the interior of the country;" and the Chamber replied that it thought the extension would be a boon to the public.

Later on the same year being again referred to, the then Committee expressed an opinion that the proposed action of Government might perhaps in some measure affect the interests of Indian tradesmen, but that they questioned very much whether the injury likely to result had not been considerably over-estimated by the Calcutta

Trades' Association, or whether it would be of such magnitude as to justify the abandonment of a scheme which appeared capable of being materially useful to the general public.

The present Committee of the Chamber having been unable to agree with the views of their predecessors in office on this subject, have consulted the members of the Chamber generally on it (hence the delay which has taken place in replying to the Government reference), and they find the numbers of those who have expressed opinions for and against pretty equally divided, the number against showing a small majority only, while many have not expressed any opinion at all on the question.

The Committee who are unanimous in considering that the contemplated measure should not be introduced, cannot help thinking that the Government of India in bringing the matter forward in 1878 should not have asked merely whether "the extension of the value-payable system to overland parcels would or would not be a boon to the public." There are many things, the Committee submit, which would be a boon to the public which it would not be the province of Government to undertake, and yet if the question were put, "would or would they not be a boon to the public?" it would be impossible to answer it in the negative.

That the extension of the system of "value-payable parcels" to overland parcels booked in London for India might prove, to some extent, a boon to a portion of the public the Committee do not deny; but they consider that

the boon will not be such as to justify a breach of the principle of non-interference with private trade on the part of Government. They believe, in fact, that the Overland Parcel Post and Money-order offices already afford ample facilities to those wishing to order small articles from England, and though the introduction of this new measure may be calculated to increase the Government revenue, they would deprecate its introduction to increase the revenue at the expense of the Indian and to the advantage of the Home tradesmen.

The means of communication and transit in this country are daily improving and the number of tradesmen, European and Indian, steadily increasing, and Government may, the Committee believe, rest assured that the wants of the public, both European and Native, in European goods will be amply met without its intervention.

To begin with, the value and weight of parcels by the overland value-payable system are to be limited to £10 and lbs. 6, but there is no guarantee that if the proposed measure be once introduced and a way seen to increase the revenue by raising the value and the weight that Government will not raise them. And it should not be overlooked that in many trades an article worth £10 cannot be considered as of small value: many transactions in retail business in articles of such value very soon aggregate a large sum.

Any new departure by Government calculated to affect private trade in this country may well be viewed with alarm when the great extent to which manufactures in jails

have grown, by the aid of machinery which Government has imported to enable it to compete with private manufacturers, is considered.

This Chamber has already expressed its appreciation of the attempt which the present Government made to entirely remove the competition with private enterprise in jails, but the continuance of that competition shows how difficult it is to stop a wrong course, and how soon small beginnings, which in their nature are opposed to the principle of non-interference with private trade, grow into abuses.

INTERNATIONAL TELEGRAPH CONVENTION OF 1885.

In view of the Telegraph convention to be held in Berlin in May 1885, the Committee of the Chamber have deemed it advisable to address the Government of India as follows, and it is satisfactory to learn from the reply received that the Government recognise the objections to changes in the regulations affecting Code messages. It is to be hoped that the Committee's remarks regarding the high rates now charged for messages to and from India may meet with the recognition they merit.

From Chamber to the Government of India.

Calcutta, 29th December 1884.

I AM directed by the Committee of the Chamber of Commerce to address you with regard to the Telegraph Convention to be held at an early date at Berlin.

So recently as June 1879 merchants in the Eastern trade were put to immense inconvenience and expense by the restrictions and regulations in regard to "Code" words adopted by the Conference then held in London, and my Committee feel bound to give early expression to the strong opinions which are held by the mercantile community upon this subject.

In 1879 Eastern merchants were compelled, owing to the new regulations which then came into force limiting the number of languages to be used in Code messages, interdicting certain words in the languages allowed, and otherwise curtailing the limits of cipher messages, to set aside the Codes upon which much time, thought and money had been expended, and to which they had just become accustomed, and to incur the great trouble and expense of constructing new Codes and familiarising themselves with their use.

I am now to point out that any fresh regulations of a restrictive nature which may be brought forward at the approaching Conference will lead to a further disturbance of trade and a recurrence of all the evils before enumerated; and it is with a view to averting any such result that my Committee have instructed me to address you, and to urge upon the Government of India the necessity of their so instructing their representatives at the approaching Conference, that the interests of the mercantile community may be not only protected by a stout resistance to the imposition of any new and restrictive measures, but, if possible, advanced by the establishment of more liberal regulations than those at present in force in regard to the use of Code words generally.

The whole of the enormous trade of India is now carried on by telegraph. Indian merchants are the Telegraph Companies' best customers, and the mercantile community holds that the Government of India, standing as they do in some measure as telegraph proprietors, are doubly bound to make every possible effort to protect mercantile interests.

I am also directed to take this opportunity to draw attention to the very high rates now charged for Indian messages, and request that the representatives of the Government of India may be instructed to advocate an appreciable reduction in the tariff. So long as there was only one line in existence, the charge was Rs. 2 per word, but since the laying down of the Eastern Company's Cable Rs. 2-12 has been demanded, the result of competition in this instance having thus been to raise instead of decrease cost. A feeling has long been growing in mercantile circles that a new line laid down upon the most economical principles and receiving the full support of the trading classes could be worked on terms much more favorable to the customer; and it is hoped that such a reduction will be made in the present tariff rates and such care for their interests be shown at the approaching Conference as will render any new line unnecessary.

From Government of India to Chamber.

No. 10 *T. Fort William, 13th January* 1885.

I am directed to acknowledge the receipt of your letter dated 29th December 1884, to the address of the Secretary to the Government of India in the Department of Finance and Commerce, requesting Government to offer a firm opposition, in the interests

of the mercantile community, to any proposal that may be brought forward at the next Telegraph Conference for changing the condition upon which Code telegrams are accepted under existing rules, &c.

2. In reply, I am to state that Government is not yet in possession of the proposal to be brought forward at the Conference, but when these are received, the representations of the Chamber shall receive the fullest consideration. I am to add that Government recognizes the objections to changes in the regulations affecting Code messages being introduced without good cause and after due notice.

SYSTEM OF STAMPING COTTON PIECE GOODS.

THIS matter came prominently before the Chamber in January 1881, and in the report of the Committee for that year will be found copies of correspondence between the Calcutta and the Manchester Chambers of Commerce. It was then thought that the best course to check the evil complained of was by publishing the correspondence in the Manchester and Indian newspapers, and this was done. The expected result, however, was not attained, for the practice of stamping on goods certain lengths which did not accurately represent the actual number of yards of 36 inches in the piece has since then rather increased than diminished. The matter was again brought before the Committee in Novem-

ber last, when the annexed petition, signed by most of the influential Native piece-goods dealers in Calcutta was submitted. The Committee thought that the best means of giving effect to the wishes of the dealers was by calling a meeting of importing firms and inviting such dealers as might wish to be present to attend also. This was done, and the reports of the proceedings of the two meetings held are annexed. The Committee earnestly hope that the agreement entered into by the dealers will be effectively carried out.

AT a Special Meeting of the Bengal Chamber of Commerce held on Friday, the 5th of December 1884, for the purpose of taking into consideration a representation from Native Dealers relative to the present system of stamping Cotton Piece Goods of British manufacture, copy of which is hereto annexed for convenience of reference—

Present.—The HON'BLE ROBERT MILLER (of Messrs. HOARE, MILLER & Co)., *in the Chair.*

MESSRS.	G. MARCHETTI,	of MESSRS.	PETROCOCHINO BROTHERS.
„	G. C. SCARAMANGA	„	RALLI BROTHERS.
„	F. SCOULOUDI	„	Ditto.
„	WILLIAM ELLIS	„	A. AGELASTO & Co.
„	W. J. M. MCCAW	„	KETTLEWELL, BULLEN & Co.
„	T. F. HAMILTON	„	EWING & Co.
„	F. ORMEROD	„	HOARE, MILLER & Co.
„	DOORGA CHURN LAW	„	PRAWNKISSEN LAW & Co.
„	JOHN CROFT	„	GRAHAM & Co.
„	C. H. WILKIE	„	Ditto.

Messrs.	T. G. H. Moncrieffe	of Messrs.	Finlay, Muir & Co.
,,	R. M. Haining	,,	Ditto.
,,	S. K. Douglas	,,	Carlisles Nephews & Co.
,,	H. Simpson	,,	Ditto.
,,	W. Thomson	,,	Anderson, Wright & Co.
,,	J. W. Kibble	,,	Schoene, Kilburn & Co.
,,	W. R. T. Aitken	,,	John Elliott & Co.
,,	W. Orrell	,,	Barlow & Co.

The Meeting was also attended by a Deputation from the Native Dealers consisting of the following :—

Goordoyal Beharilal.	Moolchand Boytee.
Mohun Loll.	Mockumram.
Moorly.	Seololl.
Ramchunder Goenka.	Golapchand.
Bisen Doyal.	Ricknath Dogree.
Ramchundra.	Hunooman Das Mahta.
Gonesh Dass.	Sooruj Mull.
Bullub Doss Khettry.	Srilal.

The Chairman having, at some length, referred to the object for which the meeting had been convened, and remarked generally on the question which the Native dealers wished to be brought to a final settlement, invited an expression of opinion with the view to the meeting coming to some common agreement: and after a general discussion of the subject the following Resolutions were unanimously adopted :—

1*st Resolution*—

Proposed by Mr. G. C. Scaramanga, of Messrs. Ralli Brothers,

Seconded by Baboo Doorga Churn Law.

That the Committee of the Bengal Chamber of Commerce be requested to ascertain from all importing houses whether they are in favor of a combination

amongst importers to adopt and support a system of length stamping of all piece-goods in yards of 36 inches.

2nd Resolution—

Proposed by MR. T. F. HAMILTON, of Messrs. EWING & Co.,

Seconded by MR. W. ELLIS, of Messrs. A. AGELASTO & Co.

That the Dealers who have addressed the Bengal Chamber of Commerce be communicated with and requested to form amongst themselves a combination binding themselves to confine their purchases to goods bearing the length stamped in yards of 36 inches; and that Baboo Doorga Churn Law be requested to communicate on the subject with the Bazar, and to report the result to this meeting, which is adjourned to this day fortnight.

H. W. I. WOOD,
Secretary.

To

THE MOST HONORABLE THE PRESIDENT AND MEMBERS OF THE

BENGAL CHAMBER OF COMMERCE.

A meeting of the Bazar dealers in Piece-Goods was held on the 9th November 1884, at the premises No. 24 Burtollah Street.

The object of the meeting was that formerly the goods that used to be imported always bore the stamp representing exact lengths of the pieces, but within the last few years the Bombay merchants first commenced reducing

the usual lengths, and thus violated the rule. Afterwards, considering that it would destroy their trade if this practice was continued longer, they held a meeting and came to the conclusion that whatever the lengths may be such lengths should be correctly stamped, and they have been ever since following this course.

In the same way the merchants of Calcutta have been bringing out goods of shorter lengths than before, but up to date there has been no rule to control this shortening process. The lengths of a large description of Piece Goods have been coming in shortened, and the process of shortening is still going on.

We have all considered the subject, and say that if this style of business continued the trade of this Port will be ruined in a short time. On this account we have come to the conclusion that the European merchants should stamp the correct lengths on the pieces, and there should be no delay in doing so, as we find that this system of short lengths has benefited neither the importers nor the dealers, only the small shop-keepers and poor consumers get imposed upon, and if the present system continues there will be a great want of confidence, and, on this account, it is necessary that the lengths should be correctly inserted on the pieces, and no pieces should be imported without the yards marked. A yard should always consist of 36 inches, and it is necessary the pieces should bear the width stamp also.

The earnest prayer of the Calcutta dealers is that the Bengal Chamber of Commerce will bring this question to a final settlement as soon as possible.

At a Special Meeting of the Bengal Chamber of Commerce held on Friday the 19th of December 1884.

Present:—Mr. T. F. HAMILTON, of MESSRS. EWING & CO. *in the Chair.*

MESSRS.	P. SCOULOUDI	of MESSRS.	RALLI BROTHERS.
,,	F. SCOULOUDI	,,	Ditto.
,,	G. MARCHETTI	,,	PETROCOCHINO BROTHERS.
,,	W. J. M. MCCAW	,,	KETTLEWELL, BULLEN & Co.
,,	J. W. KIBBLE	,,	SCHOENE, KILBURN & Co.
,,	J. D. MAXWELL	,,	CROOKE, ROME & Co.
,,	J. R. HEPBURN	,,	KER, DODS & Co.
,,	A. F. C. FORBES	,,	F. W. HEILGERS & Co.
,,	W. PARSONS	,,	PEEL, JACOB & Co.
,,	F. ORMEROD	,,	HOARE, MILLER & Co.
,,	E. A. GOWARD	,,	GISBORNE & Co.
,,	H. SIMPSON	,,	CARLISLES, NEPHEWS & Co.
,,	W. THOMSON	,,	ANDERSON, WRIGHT & Co.
,,	J. HORNE	,,	BARRY & Co.
,,	R. M. HAINING	,,	FINLAY, MUIR & Co.
,,	W. ELLIS	,,	A. AGELASTO & Co.
,,	J. CROFT	,,	GRAHAM & Co.
,,	J. KHUNNAH	,,	SULLUGRAM KHUNNAH & Co.
,,	DWARKANAUTH DUTT	,,	DWARKANAUTH DUTT & Co.

The Chairman, having referred to the Resolutions which were passed at the Special Meeting held on Friday the 5th instant and adjourned to this day, reads a letter from Baboo Doorgachurn Law, who had been requested to communicate with the Native Dealers in Piece-Goods, and who now forwards copy of an Agreement arrived at amongst them, which the Chairman also reads.

The replies from members of the Chamber were also read; and the question before the meeting having been generally considered, the following Resolution was adopted:—

Proposed by Mr. T. F. HAMILTON,

Seconded by Mr. J. R. HEPBURN.

"*That this Meeting having heard the replies received from several firms to the Circular of 8th instant, considers that the combination amongst importers therein suggested is impracticable at present. Having also been informed of the steps already taken by the Dealers to combine amongst themselves to purchase henceforward only such goods as are correctly stamped, this Meeting highly approves of such action, believing it to be the only efficient way of accomplishing the desired end.*"

The Chamber's Circular of the 8th instant and the translation of the Agreement arrived at among the Calcutta Piece-Goods Dealers are here recorded.

Bengal Chamber of Commerce,

Calcutta, 8th December 1884.

CIRCULAR.

"In submitting at foot the two Resolutions which were passed at the Special Meeting of the Chamber held on the 5th instant, I am desired by the Committee to request you will be so good as to state whether you are in favor of the combination referred to in the 1st Resolution."

1*st Resolution*—

Proposed by Mr. G. C. SCARAMANGA, of MESSRS. RALLI BROTHERS,

Seconded by Baboo DOORGA CHURN LAW.

That the Committee of the Bengal Chamber of Commerce be requested to ascertain from all importing houses whether they are in favor of a combination amongst importers to adopt and support a system of length stamping of all piece-goods in yards of 36 inches.

2*nd Resolution*—

Proposed by Mr. T. F. HAMILTON, of MESSRS. EWING & Co.,

Seconded by Mr. W. ELLIS, of MESSRS. A. AGELASTO & Co.

That the Dealers who have addressed the Bengal Chamber of Commerce be communicated with and requested to form amongst themselves a combination binding themselves to confine their purchases to goods bearing the length stamped in yards of 36 inches; and that Baboo Doorga Churn Law be requested to communicate on the subject with the Bazar, and to report the result to this meeting, which is adjourned to this day fortnight.

*Translation of the Agreement amongst Calcutta Piece-Goods Dealers.**

We, all dealers in Piece-Goods of all classes, have combined and come to the determination that all goods imported from Europe bearing only correct stamp of actual length on the standard of 36 inches to the yard we shall buy.

We further make the following rules on this subject :—

(1.) That from the 1st of January 1885 we shall make purchases for arrival of only such goods as would bear the correct stamp of length.

(2.) That goods which have been bought in Europe by the importers before the 1st of January 1885, shall be taken by us without objection for six months after that date from their Calcutta godowns, and shipments of such purchases on the way, made within that time, will be treated similarly, whatever may be the character of their stamps and numbers.

(3.) That from the 1st of July 1885, we shall buy nothing either on the spot or for arrival, unless they bore the correct stamp of length.

We agree to be bound by the above rules, and whoever shall violate them shall have to pay a fine of Rs. 101. to be applied to some religious or charitable object, If it is found necessary hereafter to alter the foregoing rules in any way, such alteration can only be made with

* Signed by 290 dealers, and in course of circulation for further signatures.

the consent of all parties. But if, notwithstanding this, any dealer breaks these rules, it is our firm resolution that he should be held liable for damages according to law, for the losses which his action may entail upon others

BLOCK OF BUSINESS IN THE HIGH COURT: APPLICATION FOR ADDITIONAL JUDGES.

Members will not fail to notice that the Committee have not been unmindful of the necessity for providing a speedy remedy for the great delays which had for sometime prevailed in the despatch of public business in the High Court; and the following representation to the Government of India sets forth the grounds upon which the Committee urged that the maintenance of the administration of justice at the highest point of efficency was of paramount importance, and that it was essentially necessary to strengthen the Court by the appointment of additional Judges for the proper discharge of the increasing amount of work to which the then staff of Judges was numerically unequal.

Although no reply has been received to their communication, the recent additions to the Judicial Bench amply justify the Committee's application; and it is to be hoped that this accession

of strength to the High Court will enable the Judges to cope successfully with the most pressing demands upon their time and attention.

From Chamber to the Government of India.

Calcutta, 3rd July 1884.

The delays which have for sometime prevailed in the High Court of Calcutta have now reached a point when the earnest attention of Government has become essential, and the Committee of the Chamber of Commerce are therefore desirous of urging on His Excellency the Viceroy and Governor-General the necessity of taking such measures as His Excellency may be advised to adopt with a view to providing a speedy remedy for the present condition of affairs, which, while most prejudicial to the interests of the mercantile community, is also fraught with danger to the community at large, as engendering a spirit of contempt for, and distrust in, the administration of the law.

If the Committee are rightly informed, it would appear that in consequence of a large accumulation of arrears in the past, a suit instituted at the present time cannot, in all probability, be heard before two years have elapsed, during which time justice is practically denied to those who are obliged to have recourse to the Courts of law to vindicate their just claims, while witnesses must either be retained in this country until trial or their evidence taken by commission, with the result that the costs of a suit are thereby materially, but unavoidably, enhanced

To merchants the evils thus entailed are most serious, for they are driven either to accept large losses rather than encounter the ruinous expenditure of time and money that is now inseparable from a suit in the High Court, or to reduce their just claims so as to bring them within the Jurisdiction of the Court of Small Causes that they may be decided with some degree of expedition.

By the provisions of 24 and 25 Vic., C. 104, the Statute under which High Courts of Judicature in India were established, it was provided that the High Court of Fort William in Bengal should consist of a Chief Justice and as many Judges, not exceeding 15, as Her Majesty might from time to time appoint.

The High Court of Judicature at Fort William in Bengal was established under Letters Patent, dated the 14th day of May 1862, which ordered that such Court should consist of a Chief Justice and 13 Judges.

These Letters Patent were revoked by the Letters Patent of the 28th December 1865, which, however, provided that the High Court of Judicature, called the High Court of Judicature at Fort William in Bengal, should be, and continue as from the time of the original erection and establishment thereof, the High Court of Judicature at Fort William in Bengal for the Bengal Division of the Presidency.

With the immense development of commerce that has taken place since the establishment of that High Court in 1862, there has been a corresponding increase in the number of cases which, from the magnitude of the

interest at stake and the intricacies both of law and fact with which they are surrounded, require both prolonged investigation and the highest degree of judicial talent and experience for their due determination.

From these considerations it would appear that the present is most emphatically a time when the Bench should be kept up to its full strength both in numbers and judicial capacity, and when nothing should be done whereby its status may be in any way impaired.

It is with apprehension, therefore, that the Committee observe that the staff of Judges is deficient in point of numbers at the present, while it is within their knowledge that during the last few years a reduction has been made in the salaries of the Judges which they fear must inevitably result in inability to secure high class judicial talents for the simple reason that the emoluments offered will not, as a rule, be found sufficient to induce Barristers in large practice at the Indian Bar to take Judgeships, or to tempt men of learning and experience to sacrifice position and prospects in England to encounter the hard work and risk to health that are inseparable from the career of an Indian Judge.

The Committee find on enquiry that with the present reduced number of Judges, it is impossible, having regard to the pressure of business on the Appellate Side of the Court, which has more than doubled since the Court was established, to spare more than two Judges to deal with the mass of work that has to be got through on the Original Side, whether in Chambers or in Court.

Of these two Judges, one has on Mondays and Thursdays to dispose of motions and other interlocutory applications which, as a rule, consume the whole day, and on the 1st Wednesday in the month has to preside in the Court for the Relief of Insolvent Debtors, to which additional days have not unfrequently to be devoted in consequence of the pressure of the business in that Court.

This Judge in consequence is only able, as a rule, to sit on Tuesdays and Fridays to hear the suits that may be set down for trial before him, as Saturdays are devoted to the hearing of references.

Practically, therefore, there is only one Judge who can devote his time continuously to the disposal of suits on the Original Side of the High Court, and of necessity the list of arrears must increase with rapidity as time goes on, for it is impossible for one Judge, even if he is endowed with the very highest attainments, to cope single-handed with the cause list on that side.

It appears to the Committee, from the careful enquiries they have made, that if the business of the High Court is once more to be conducted with that expedition which suitors have a right to expect, four Judges should be permanently assigned to the Original Side, so that suits may be heard continuously without the interruptions which at present are unavoidable and which materially increase the cost of litigation.

Before submitting to His Excellency any suggestions for increasing the judicial staff, the Committee have

deemed it incumbent on them to assertain if any further expense will be entailed on this country thereby, and they find that the surplus revenue arising from the administration of justice is so large that there can be no ground for objecting to the very reasonable proposal to raise the judicial staff to the strength contemplated by the Letters Patent of the 14th day of May 1862, on the score of economy.

The maintenance of the administration of justice at the highest point of efficiency is a matter of paramount importance, and any retrenchment that in any way impairs it must stand self-condemned. To show that such was the view taken in former years, it is only necessary to direct His Excellency's attention to the fact that, from the establishment of the late Supreme Court in 1774 to the 31st December 1837, the Government while receiving nothing whatever from the revenues of the Court defrayed its annual expenses, which amounted to £26,000 for the salaries of the Judges, and Sicca Rupees 1,36,184 for the salaries of its officers, who at the same time drew the fees of their offices; while at the present day, as evidenced by the Budget returns, the Government of Bengal receives an annual revenue from the tax levied on justice of eighty-six lakhs of Rupees, or a surplus of 12 lakhs of Rupees after defraying the whole of the State's expenditure for Civil and Criminal Courts, the costs of law-officers, the Jails, and the Penal Settlement of the Andamans.

That the administration of justice should be a source of profit to the State appears to the Committee to be altogether wrong in principle, but when, as a corollary

to such profit, the highest tribunal in India is found to be within a measurable distance of inefficiency in consequence of ill-judged economy, both as regards the numbers of Judges and the salaries paid to them, it seems clear that an anomaly exists which calls for instant reform, as being contrary to all principles of good government, and from every point of view illogical and indefensible.

THE BENGAL TELEPHONE COMPANY.

From Government of Bengal to Chamber.

No. 499 *M. P. I. dated Calcutta, 26th February* 1884.

WITH reference to your letter dated 20th August last, I am directed by the Lieutenant-Governor to request the favor of the opinion of the Chamber of Commerce as to whether the working of the telephone service by the Oriental Telephone Company has improved during the last six months, and whether it is now considered by the mercantile community to be satisfactory in all respects.

A reply at your early convenience is requested

From Chamber to Government of Bengal.

Calcutta 15th March 1884.

I am directed to acknowledge the receipt of your letter No. 499 of the 26th ultimo, in which you inquire whether the working of the Telephone service by the Oriental

Telephone Company has improved during the last six months, and whether it is now considered by the mercantile community to be satisfactory in all respects.

The reply, which I am instructed to give to this reference, is necessarily limited to an expression of opinion by the members of the Chamber who employ the agency of the Oriental Telephone Company, and from the answers which have been returned to the Chamber's circular on the subject, it would appear that during the last six months the service has improved, and that, on the whole, it works satisfactorily, and has been of good service in commercial business ; at the same time it is considered that there is still room for further improvements in the general working and in the instruments employed.

In submitting this reply, I am directed to give the following extract from a letter from Messrs. Carlisles Nephews and Co., Secretaries and Treasurers to the Bengal Telephone Company :

"1*st*.—That the returns only give a right or proper idea of the service of about one third, of the subscribers to the Exchange.

2*nd*.—That, besides the Exchange Service, the Company have a number of private lines running, of which no returns are sent in.

3*rd*.—That the service is as yet in its infancy, that it is generally found that a complaint is more often the fault of the operator than of the instruments, or construction of service.

4th.—The number of subscribers to the Exchange are 166, and that out of this number only 53 are members of the Chamber, and that from these only have the Chamber obtained returns.

"For the information of the Chamber we append the list of calls at the Exchange for the past month :—

Total Calls.	Calls per week.	Subscribers to the Exchange.	Calls per week per subscriber.	Total Complaints.
13·919	3·498	166	21·07	17

"The service of the Company has, in our opinion, very much improved since August, and, so far as we are able to give an unbiassed judgment, is at present as good as, if it is not better than, many an Exchange we have tried in England, and we consider its working satisfactory in all respects."

BILL TO AMEND THE TELEGRAPH ACT.

From Government of Bengal to Chamber.

No. 1119 $\frac{T}{R}$, *Dated Darjeeling,* 11th *September* 1884.

I AM directed by the Lieutenant-Governor to request that you will favor him with the opinion of the Calcutta Chamber of Commerce as to the provisions of the accompanying draft of a Bill to facilitate the construction of Telegraphs and to amend the Telegraph Act of 1876.

The Government of India has requested that the reply of this Government may be sent in not later than 1st October,

I am therefore to request that your reply may be sent to Darjeeling by the 24th instant.

If the opinion of the Calcutta Chamber of Commerce has been already asked for and sent direct to the Government of India, I am to request that a copy of it may be sent to this office.

From Chamber to Government of Bengal.

Calcutta, 23rd September 1884.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 1119 T., of the 11th instant, relative to a Bill to facilitate the construction of Telegraphs and to amend the Telegraph Act I of 1876.

The Committee notice from the Statement of Objects and Reasons that it is considered desirable to introduce this Bill mainly in order to give authority to the Government of India (which it does not at present possess), and to any Company or person licensed and specially empowered in this behalf, to place telegraph lines under or over property belonging either to private persons or public bodies.

It is also proposed, *inter alia*, to amend the definition of "telegraph" so as to include telephonic or other communications by means of electricity.

Having duly considered the provisions of the Bill, the Committee of the Chamber desire me to say that in their judgment the rights and interests of owners of private property are not sufficiently protected, and that

the operation of section 10 will press rather hard upon house-owners in requiring them to defray all charges incurred in the removal or alteration of any telegraph line placed upon their property for the convenience of other persons or of the public. I am at the same time to ask the Government to consider whether, for the better security and protection of life and the general convenience of the traffic of a large city like Calcutta, all lines, apparatus, and appliances, for transmitting or making telegraphic, telephonic or other communications by means of electricity should not be placed underground instead of overhead as at present.

If is believed that both in America and in Europe public opinion is now adverse to the overhead system, which is widely recognised as a source of public danger, and it is understood that steps are being taken in some of the principal cities to have all wires crossing streets laid underground. If such precautions be necessary in Europe and America, how much more are they necessary in large cities in this country, which are subject at certain periods of the year to such sudden and severe gales.

INDIAN STEAM-SHIPS' ACT.

From Government of Bengal to Chamber.

No. 475 *T. G.*—26*th May* 1884.

I AM directed to enquire whether the Chamber of Commerce desire, under section 25 of Act VII of 1884 (the Indian Steam-ships' Act), which was published in

Part IV., pages 89 to 95 of the *Gazette of India* of the 8th March 1884, to recommend the exemption of any class of steam-vessels from the operation of the Act.

From Chamber to Government of Bengal.

Calcutta, 31st July 1884.

I am directed by the Committee of the Chamber of Commerce to state in reply to your letter No. 475 T. G. of the 26th May, that they do not recommend the exemption of any class of steam-vessels from the operation of Act VII of 1884, as they do not perceive any good reason why any class of sea-going vessels carrying more than 12 passengers should be exempt from the survey provided for by Chapter 2 of the Act.

Section 33 of Chapter 3 of the Act exempts inland steam-vessels, steam-launches, &c., which are specially dealt with by Act VI of 1884.

NEGOTIABLE INSTRUMENTS' ACT OF 1881.

From Government of Bengal to Chamber.

No. 1019—12 *Mis. R., 21st March* 1884.

I AM directed to forward a copy of the Bill to amend the Negotiable Instruments Act of 1881, and of the Statement of Objects and Reasons, and to request that you will move the Chamber to favour the Lieutenant-Governor, as soon as possible, with any remarks that they may have to offer on the provisions of the Bill.

STATEMENT OF OBJECTS AND REASONS.

SECTIONS 108 and 109 of the Negotiable Instruments Act, 1881, make it essential to the validity of an acceptance for honour that the person accepting shall go through certain formalities in the presence of a notary.

It appears that the English Bills of Exchange Bill which became law in 1882 originally contained similar provisions, but they were cut out in Committee.

Two of the leading banks in India brought to the notice of the Government some time ago that the imposition of such a condition led to serious inconvenience in the case of certain classes of bills, inasmuch as persons who were willing to become responsible for them as acceptors refused to go before a notary.

2. Section 113 of the Negotiable Instruments Act makes a notarial act essential to a payment for honour, as section 68 of the English Bills of Exchange Act does, but with this difference, that while the English Act allows of the requisite declaration before the notary being made either by the payer for honour or his agent in that behalf, the Indian Act may be construed as allowing it to be made only by the payer himself. This also is likely to give rise to difficulty.

3. A number of banks and other commercial authorities throughout British India, having been consulted on these points, are almost unanimous in thinking that an amendment of the Act is required, and accordingly the present Bill has been prepared with a view to bringing the law of India in the particulars referred to as nearly as may be into conformity with the law of England.

4. The opportunity has been taken to supply certain defects in the Negotiable Instruments Act regarding the appointment and control of notaries public, and to make it clear that a person may be appointed a notary by name or by virtue of an office held by him ; that he may be appointed for a limited area and may be removed from his office ; and further that rules may be made for the guidance and control of notaries appointed under the Act and may, among other matters, fix the fees payable to such notaries.

C. P. ILBERT.

The 29th February 1884.

From Chamber to Government of Bengal.

Calcutta, 16th May 1884.

I am directed to acknowledge the receipt of your letter No. 1019 of the 21st March relative to the Bill to amend the Negotiable Instruments Act of 1881, and to state, in reply, that the proposed alterations of the law, as explained in the Statement of Objects and Reasons, have the Chamber's approval, since they will be the means of removing the difficulties which have, it is believed, attended the working of the Act now in force.

PERIM AS A COALING STATION.

The annexed correspondence regarding Perim as a coaling station will shew that in reply to

an enquiry made by the Government of India the Committee have, after consulting those members of the Chamber principally intérested in shipping matters, expressed the opinion that Perim will be found to be convenient for that purpose. The memoranda sent in by the members consulted are placed among the records of the Chamber, and may be referred to by any one desiring information.

From Govt. of India to Govt. of Bengal.

No. 21*M*—*Fort William,* 12*th January* 1884.

I AM directed to request that the Government of India may be favored with the views of the chief mercantile firms in Calcutta as to the probability of Perim becoming a convenient coaling station for large vessels.

No. 193 M. P. J.

Forwarded to the General Department of this Government for disposal.

(Sd). W. B. BESTIE,
Under-Secretary.

Bengal, P. W. Department,
The 18*th of January* 1884.

No. 218.

Copy forwarded to the Secretary to the Bengal Chamber of Commerce with the request that the Lieu-

tenant-Governor may be favored with an expression of the views of the Chamber on the subject.

By order of the Lieutenant-Governor of Bengal.

(Sd). C. W. BOLTON,
Under-Secretary to the Government of Bengal.

CALCUTTA;
General Department (Marine,)
The 26th January 1884.

From Chamber to Government of Bengal.

Calcutta, 15th February 1884.

I am directed to acknowledge the receipt of your Office No. 218 of the 26th of last month, forwarding copy of letter No. 21 of the 12th idem, from the Government of India, as to the probability of Perim becoming a convenient coaling station for large vessels.

In reply, I am directed to inform you that the inquiry has been submitted to the principal mercantile firms of Calcutta and the Superintendent of the P. and O. Company, and that the several minutes recorded thereon—copies of which are annexed—go to show that the Island of Perim would be found a convenient coaling station.

THE BASSES AND MINICOY LICHT DUES.

THE following papers complete the series which appeared in the Chamber's last Report, and it will be observed that the Light on Minicoy Island was expected to be exhibited early in 1885.

From Govt. of India to Govt. of Bengal.

No. 358—*Calcutta, the* 19*th January* 1884.

REFERRING to your letter No. 530T-G., dated the 20th August 1883, I am directed to forward, for the information of His Honor the Lieutenant-Governor, copy of a Despatch from the Secretary of State No. 208 (Statistics and Commerce), dated the 6th December last, regarding the rates of Basses and Minicoy Light Dues. I am to add that the further representations on the subject made by the Port Commissioners of Calcutta and the Bengal Chamber of Commerce, and received with your letter No. 1056T-G., dated the 29th September 1883, were transmitted to the Secretary of State on the 1st instant.

From the Secretary of State to H. E. The Goevrnor-General of India.

No. 208—*India Office, London, 6th December* 1883.

With reference to your letter, dated the 21st September, No. 55 (Separate Revenue), forwarding a copy of a letter from the Calcutta Port Commissioners on the subject of the Basses and Minicoy Light Dues, and adding

your opinion that the dues should be fixed at a rate just sufficient to cover expenditure, I have to point out to you that this opinion apparently agrees with that expressed in the letter from the Board of Trade communicated to you with my Despatch No. 60 of 19th April 1883, and there is nothing at present to show that this principle is departed from.

A copy of a further letter from the Board on the subject is transmitted herewith.

From Board of Trade to Under-Secy. of State.

R. S. & C. 2622—*Whitehall Gardens,*

13*th November* 1883.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 20th ultimo, forwarding, for the observations of this department, copy of a letter (R. S. & C. 2379) from the Government of India, covering one from the Calcutta Port Commissioners, on the subject of the dues to be levied for the Basses and Minicoy Lights.

In reply, I am to request that you will state to the Earl of Kimberley that, with regard to these dues, the Board of Trade can only refer to their letter of the 30th March last (H. 2176) in which they expressed their entire concurrence in the view that the dues should not exceed what is necessary for the service, and should, so far as possible, be based on actually ascertained expenditure.

From the Secy. of State to H. E. The Governor-General of India in Council.

No. 48—*India Office, London, 3rd April* 1884.

In continuation of my despatch, dated the 6th December 1883, No. 208, and with reference to your letter of 1st January 1884, No. 1 (Separate Revenue), I forward herewith, for communication to the Bengal Chamber of Commerce, a copy of a letter from the Board of Trade explaining the payment of £2,194-9-7 to the Peninsular and Oriental Steam Navigation Company.

From Board of Trade to the Under-Secy. of State.

*H*1272—*Whitehall Gardens, 19th March* 1884.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 7th ultimo (R. S. & C. 167), in which you transmit copy of a letter from the Government of India, enclosing further protests against the enhanced rates levied or proposed to be levied in respect of the Basses and Minicoy Lights.

In reply, I am to request that you will state to the Earl of Kimberley that the payment of £2,194-9-7 to the Peninsular and Oriental Steam Navigation Company, information with regard to which is asked for in the concluding paragraph of the letter from the Bengal Chamber of Commerce forwarded by you, did not arise out of any indulgence to that Company, but was merely a repayment to them of certain dues for the Great and Little Basses Lights which had been levied in error in respect of voyages between the United

Kingdom and Australia through the Suez Canal for which dues were not properly payable. This repayment having been made once for all, no similar charge in respect of them can occur in future.

From Government of India to Department of Finance & Commerce.

No. 920—*Simla, the* 12*th May* 1884.

Copy forwarded to the Government of Bengal (General Department) in continuation of the letter from this Department No. 358, dated the 19th January last, for information and for communication to the Bengal Chamber of Commerce.

By order, &c.,
(Sd.) J. E. O'CONOR,
Asst. Secy. to the Govt. of India.

No. 484 T-G.

Copy—with copy of the letter of the Government of India, Department of Finance and Commerce, No. 358, dated the 19th January 1884, and enclosure, forwarded to the Secretary to the Bengal Chamber of Commerce, for information, in continuation of Mr. Bolton's letter No. 1055T.-G., dated the 29th September 1883.

By order of the Lieut.-Govr. of Bengal.
(Sd.) H. H. RISLEY,
Offg. Under-Secy. to the Govt. of Bengal.

DARJEELING,
General Department (Marine.)
The 26*th May* 1884.

From the Offg. Assistant Secretary to the Government of India, Department of Finance and Commerce, to the Secretary to the Government of Bengal, General Department,—No. 2265, *dated Calcutta the 18th December* 1884.

In continuation of the notification of this Department No. 2286, dated the 27th July 1883, I am directed to forward herewith copy of a despatch from the Secretary of State, No. 153 (Statistics and Commerce,) dated the 20th November 1884, and of the enclosed letter from the Board of Trade, relative to the approaching exhibition of a light from the Minicoy Light-house, and the mode of accounting for the amounts that may be collected as dues on account of that light.

2. I am to request that the Collectors of Customs, and other officers who collect Basses light dues in Bengal, may, with the permission of His Honor the Lieutenant-Governor, be instructed as suggested by the Board of Trade, and be desired to hold themselves in readiness to collect the dues on account of the Minicoy light on receiving telegraphic instructions on the subject.

From the Right Hon'ble the Earl of Kimberly, Her Majesty's Secretary of State for India, to his Excellency the Most Hon'ble the Governor-General of India in Council,—No. 153, *dated India Office, London the 20th November* 1884.

I forward herewith, for your information and guidance a copy of a letter from the Board of Trade relative to the approaching exhibition of the Minicoy light.

1. I request that preparatory steps may be at once taken with a view to immediate instructions being conveyed by

telegraph to the several Collectors of Customs under your jurisdiction, so soon as you receive information of the actual exhibition of the light, to commence the collection of dues in accordance with the Order in Council of 22nd May 1883.

From C. CECIL TREVOR, ESQ., *Secretary, Board of Trade (Harbour Department), to the Under-Secretary of State, India Office,—No.* 8084H, *dated Whitehall Gardens, S.-W., the 4th November* 1884.

With reference to previous correspondence on the subject of Minicoy Light-house, and in view of the approaching exhibition (about January next) of a light therefrom, I am directed by the Board of Trade to state that they would be glad if the Secretary of State for India would request the Indian Government, so soon as they receive information of the exhibition of the light, to give the Collectors of Customs at ports in India immediate instructions to commence the collection of Minicoy light dues as authorised by the Imperial Order in Council of the 22nd May 1883, with the consent of the Indian Government.

With regard to the issue of light dues receipts, and the mode of accounting for the amounts collected, I am to state that, until the existing supply of forms is exhausted, Collectors of Customs may, by making a manuscript alteration, adopt them for both Basses and Minicoy light dues, one receipt for both dues on Form L. V. 7 being issued for each ship for the same voyage, the amount received being entered on one account (Form L. V. 9) without distinguishing the Basses from the Minicoy dues.

I am to add, that 5 per cent. commission for collection will be allowed on the dues collected for Minicoy Light

house, as in the case of the Great and Little Basses dues.

No. 1846.

Copy, with copy of enclosures, forwarded to the Secretary to the Bengal Chamber of Commerce for information, in continuation of this Office endorsement No. 1814, dated the 6th August 1883.

By order of the Lieut.-Governor of Bengal,

H. H. RISLEY,
Offg. Under-Secy. to the Govt. of Bengal.

CALCUTTA,
General Department—(*Marine,*)
The 22nd December 1884.

☞ *The Secretary of State has telegraphed that the Minicoy Light was exhibited on the 7th February* 1885.

DRAFT RULES UNDER THE GENERAL PASS SYSTEM.

The Chamber's last Report contained the Committee's reply to the Board of Revenue relative to the revised regulations for the guidance of vessels engaged in the coasting trade of the Bengal Presidency; and on this occasion the Committee have again to submit their report upon the General Pass system as revised by the Custom's authorities at Bombay.

The Committee are not aware of what has been definitely settled, but they apprehend that

no objection can be taken to the reasonable amendments proposed by them.

From the Collector of Customs to Chamber.

No. 1125, *dated the* 1*st April* 1884.

I HAVE the honor to forward herewith copies of the correspondence* marginally noted, regarding the introduction of the General Pass System and, as directed, to request that the Committee of the Chamber of Commerce will be good enough to favor me with their views on the different points raised.

* From Acting Under-Secretary, Government of Bombay, to Secretary, Government of India, Financial Department, No. 7280 of 1883.
From Assistant Secretary, Government of India, Department of Finance and Commerce, No. 68, dated 15th January 1884, to Secretary, Government of Bengal, and a joint Report by the Collector of Customs and the Collector of Salt Revenue, Bombay.

From Government of India to Governt. of Bengal.

No. 68, *Calcutta, the* 15*th January* 1884.

With reference to the correspondence ending with Mr. C. S. Bayley's letter, Miscellaneous Revenue No. $^{2}\frac{23}{135}$C, dated the 26th September 1882, I am directed to forward copy of a letter* from the Government of Bombay, enclosing a joint Report by the Collector of Customs and the Collector of Salt Revenue, Bombay, on the subject of the practicability of carrying out the provisions of sections 1581-60 of the Sea Customs Act, 1878, and the adoption, in that Presidency, of the forms of General Pass under section 164 of the Act approved by the Government of Bengal.

* No. 7280, dated 29th September 1883, and enclosures.

I am to request that the Government of India may be favored with the views of His Honor the Lieutenant-Governor on the Report generally and on the modified forms of General Pass, Cargo-book, and Shipping bills, which the Government of Bombay proposes for adoption in all the Presidencies in place of those forwarded with your letter under reference.

From Government of Bombay to Govern. of India.

No. 7280 *of* 1883, *Bombay Castle, 29th September* 1883.

With reference to Mr. Officiating Assistant Secretary Hamilton's letters* quoted in the margin, and subsequent communications on the subject, I am directed to forward, for submission to the Government of India, the accompanying copy of a joint Report with accompaniments by the Collector of Customs, Bombay, and the Collector of Salt Revenue, and to state that the Governor-in-Council concurs in the conclusions arrived at by those officers regarding the extent to which, and the manner in which, the procedure enjoined in sections 158-160 of the Sea Customs Act should be enforced in this Presidency, inclusive of Sindh, with a view to secure accurate statistics of the coasting trade, and would recommend for general adoption the form of General Pass under section 164 of the Act proposed by them, subject to the conditions embodied in the draft rules, as also the forms of cargo-book and shipping bills in lieu of the forms proposed by the Government of Bengal.

* No. 918, dated the 17th March 1882, No. 4670, dated the 2nd November 1882.

I am to add that, in the opinion of the Governor-in-Council, the suggestion contained in paragraph 13 of the Report, that shipping bills whenever necessary in respect of goods intended for export to other Presidencies should be prepared in English, and that contained in paragraph 36—that a limited deposit in Government paper should be taken as security for the due discharge of the conditions of the General Pass—should likewise be adopted.

From Chamber to the Collector of Customs.

Calcutta, 11th August 1884.

The Committee of the Chamber of Commerce direct me to submit the following remarks on the subject of the proposed draft rules for a General Pass system referred to in your letter No. 1135 of the 1st of April last, and upon which a joint Report by the Collector of Customs and Opium, Bombay, and the Acting Collector of Salt Revenue, Bombay, has been recorded, as per copy attached to your letter.

Rule 3.—By accepting a General Pass the Agents of a vessel are considered to bind themselves to be responsible—

"*That no goods shall be carried by her in contravention of any law for the time being in force.*"

The Committee suggest that the word "knowingly" be inserted before "carried"; and they do so for the

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* The Joint Report and Draft Rules referred to in this letter are too lengthy for reproduction here.

reason that false declarations of the contents of packages are occasionally made by shippers, and an agent has no means of checking this.

The rule further provides—

"*That they shall deposit with the Collector of Customs* "*such sum in cash or Government Promissory Notes* "*not less than Rs.* 500 *nor more than Rs.* 1,000 *per each* "*vessel as he may, under the circumstances of the case, decide to be reasonable,*" &c.

On this point the Committee would observe that the Chamber has already dissented from a similar clause, and they fail to see any necessity for the deposit. The regular coasting trade is carried on by Companies against whom any penalty could readily be enforced; and even the occasional trader, if he took out a Pass, which is not very probable, would have to be vouched for by some responsible local agent.

The rule provides that no Line or Company be called on to deposit more than Rs. 5,000, but this does not seem to the Committee of the Chamber to be a very equitable arrangement. Taking, for instance, the British India and Asiatic Companies, the former having about seventy vessels engaged in the coasting service, and the latter five such boats, the latter might have to deposit Rs. 1,000 per steamer, whereas the deposit of the former would not exceed about Rs. 70 for each vessel of their fleet.

If the deposit is to be enforced at all there should be no such maximum, but if all were treated alike, then

the unreasonableness of the suggestion to demand deposits would be demonstrated by the fact, that a Company like the *British India* would not be trusted to conform to regulations unless it lodged Rs. 35,000 or Rs. 70,000 in cash or Government Securities.

The Committee deprecate the tendency at the Customs to demand deposits as a price for giving reasonable facilities to trade. The money retained under various pretexts by Customs authorities must, at any given time, represent a very large amount of private capital withdrawn from reproductive employment.

Rule 4, which provides for the keeping of cargo books, does not present anything to which exception can be taken; but it is suggested that, as a matter of detail, it would be more convenient to introduce a column for a vessel's destination in lieu of writing across the document in red ink.

Rule 6 provides that "*vessels sailing under a General Pass may be entered outwards, and shipping bills granted in anticipation of arrival, provided that at terminal ports this shall not be done except with the special sanction of the Collector.*"

With reference to this the Committee of the Chamber desire me to say that they do not understand why terminal ports should be excluded, for facilities are often as necessary there as elsewhere. Moreover, it may sometimes be difficult to say what is a terminal; for instance, it may be supposed that Calcutta would be reckoned such a port for a vessel arriving here from

Rangoon; but the vessel might have on board goods for Bombay, and, if so, it may be supposed that Calcutta would not be a terminal in respect of such a vessel. This is merely instanced as one case in which misunderstanding might arise, but it is not the only such case; and the Committee think it would be better not to make any exceptions to the concession granted under this rule.

Rule 8 provides that "*Free cargo may be shipped at any time, day or night, except on Sundays or holidays, without special permission or supervision; provided that no goods shall be shipped at night without supervision, except such as have been water-borne for shipment during ordinary working hours.*"

The Committee fail to see how a vessel's officers are to know whether the contents of any given boat coming alongside by night have or have not been "water-borne for shipment during ordinary working hours:" such a rule might in an especial degree hamper work at the Coast Ports: neither can they see what possible objection there can be to a vessel taking in *free goods* at any time, night or day, holiday or no holiday, no matter when they may have been put into boat.

Rule 11 provides for making application for Port Clearance, and in respect of this the Committee are of opinion that it should be distinctly understood that the Master's attendance at the office of the Chief Customs Officer is not to be required.

Rule 12 requires that the Export Manifest shall be put in by the Agents within five clear working days from

date of sailing; but it has been represented to the Committee that five days will often prove too short, and that the time allowed should be seven days.

Rule 14 grants 24 hours, after arrival in any port, for the presentation at the Custom House of duly authenticated extracts from the Cargo Book and of the other documents referred to. It has been pointed out to the Committee that the time should be extended to 48 hours. At some ports it occasionally takes several hours to get papers ashore, and some oversight may necessitate references between ship and shore.

Rule 16 permits the discharge and landing of cargo, dutiable or free, at any time, day or night, except on Sundays and holidays.

The Committee would urge that this Rule (as also Rule 8) imposes an unnecessary restriction. They are unable to see why a steamer should not be allowed to work on holidays, and on Sundays too in case of need, the Agents of course being responsible for irregularities. If night work be allowed without permission or supervision, the Committee fail to see any objection to work in like manner on holidays; and if it be intended to forbid work on all the numerous official holidays serious loss and hardship would be caused.

Rule 21 provides as follows :—

The Agents shall further be bound to undertake that when the vessel touches at any Foreign port in course of any coasting voyage, a certificate under the signature of the Chief Officer of Customs at such port, shall be des-

patched, within 24 hours of her departure, to the Customs Collector of every Customs port for which she has taken in cargo at such Foreign port, giving number and description of packages, numbers and marks they bear, and a general description of their contents.

This provision is considered objectionable, for it will often not be possible to do what is required within 24 hours. For her own protection the steamer will take care that she puts out her cargo at the ports of destination ; and as there are already the cargo-book, the manifest, and the shipping bills, it is hard to perceive any sufficient object to be gained by further multiplying forms and work.

Appendix A sets out the form of General Pass, and contains the following :—" *Provided that this Pass shall not be valid for any voyage or voyages which the said S.S. ——— may make otherwise than as a regular coasting vessel during the period of its currency.*"

This appears objectionable. What is to be the definition of a " regular coasting vessel ? " For instance, is a vessel proceeding direct from Calcutta to Bombay a *coaster ?* If not, would touching at one port make her one ? Again, if a vessel touching at three ports is a *coaster*, why should a vessel be excluded from the benefits of the Pass because she happens to touch at only two ports ; and so on. No adequate object appears to be served by stopping a vessel's privileges in the manner proposed. If the Bond is good at all, it should be good at all times and for all voyages within Indian waters during the period of its currency.

NOTARIAL CHARGES.

The scale of notarial charges in force at Madras having been submitted to your Committee by the Chamber of Commerce there for an expression of opinion, the matter was made the subject of reference to the Solicitors and Notaries Public as well as to Managers of Banks in Calcutta, and the Committee's enquiry resulted in a record of divergent views as to the rates that should be charged; and they were not prepared to advocate any change.

From Madras Chamber to Chamber.

Madras, 9th February 1884.

I HAVE been desired to bring to your notice that this Chamber has recently been in communication with the Madras Government on the subject of the rate of fees now levied by Notaries Public in Madras. The Chamber is informed that in Ceylon the fee charged by Notaries is Re. 1-4, while in Madras it is Rs. 9-8, exclusive of mileage charges. A representation has been made to the chief firm of Notaries in Madras, who, in reply to the enquiry whether they would be disposed to accept the fees laid down in the Negotiable Instruments Act, have stated that they are not prepared to do so, as in their judgment the Government has no authority to lay down any scale of fees under the Act; that the fees mentioned

in the scale are obviously insufficient to remunerate any Notary for the work and responsibility incurred in noting and protesting bills, and that they see no reason why they should themselves depart from the legal scale of fees settled by an order of the late Supreme Court of Madras, dated 5th August 1847, which was sanctioned by the Governor in Council.

The Government, in reply to the Chamber's communication, has observed that the rate of fees now levied by Notaries Public in Madras has not been altered since 1847, and it does not now see reason to move in the matter. It has, however, forwarded the correspondence for the information of the Government of India.

I am directed to ask you to be so good as to favor this Chamber with an expression of your Chamber's views on this subject. The argument that a rate which was presumably reasonable 37 years ago, when commerce in India was on a comparatively small scale, is fairly applicable to the condition of things prevailing at this date, seems to this Chamber untenable. The Government of India has intimated to the local Governments that they should not appoint persons as Notaries Public in places where a sufficient number of professional Notaries Public is already to be found. Consequently the relief that the levying of the scale of fees which Notaries appointed under the Negotiable Instruments Act are authorized to charge is not applicable to a large town like Madras.

From Madras Chamber to Chamber.

Madras, 1st May 1884.

I beg to remind you that this Chamber has not yet had the advantage of receiving a reply from your Chamber to its letter of the 9th February regarding fees levied by Notaries Public.

I may take this opportunity of handing you the enclosed copy of the reply that has been received from the Bombay Chamber to the reference that this Chamber made on the same subject.

From Bombay Chamber to Madras Chamber.

Bombay, 23rd February, 1884.

I am directed by the Committee of this Chamber to acknowledge the receipt of your letter, dated the 9th instant, regarding the rate of fees levied by Notaries Public in Madras, and requesting an expression of the views of this Chamber on the subject.

In reply, the Committee desire me to say that in their opinion the rate of fees charged in Madras, *viz.*, Rs. 9-8, exclusive of mileage charges is too high, if the time labor and competency required to do notary work is considered, and they think that your Chamber is quite justified in moving for a reduction.

The fees levied in Bombay are as follows :—

FOR NOTING BILLS.

Within the Fort.		*Without the Fort.*	
Notary's Fee, Rs.	4	Notary's Fee, Rs.	8
Stamp „ „	1	Stamp „ „	1
		Carriage hire „	1
Total Rs.	5	Total Rs.	10

PROTESTING CHARGES.

Notary's Fee, Rs.	20	
Stamp „ „	1	
Total Rs.	21	

This charge is made both within and without the Fort.

From Chamber to Madras Chamber.

Calcutta, 28th May 1884.

The Committee of this Chamber are now in a position to reply to your letter of the 9th of February on the subject of Notarial Fees, and I am instructed to say that, immediately on its coming before them, your letter was forwarded to Messrs. Sanderson & Co., the Chamber's Solicitors, for an expression of opinion of the profession on the question ; and that so soon as the Committee were in possession of their replies they were circulated to all the local Banks (except the Bank of Bengal) for information and expression of their views. On receipt of the latter the Committee again communicated with their Solicitors and the other gentlemen interested, whose answer brings the matter to a present conclusion.

The views expressed by the Solicitors and Notaries Public of Calcutta will be found in the annexed copies of their several minutes, and in that of Messrs. Sanderson & Co.'s last letter of the 17th instant, which conveys their unanimous opinion against any change in the present practice.

The Bank managers, on the other hand, are also unanimous, but in an opposite direction, as they consider that the fees charged for noting and protesting are excessive and should be largely reduced, a reduction which would probably be followed by an increase of business, as it is stated that a large proportion of dishonored bills are returned unprotested, the drawer in consequence of the heavy notarial charges preferring to take the word of the holder that the bills have been duly presented.

With these conflicting views before them, and the reply to your reference to the chief firm of notaries in your city who are opposed to any reduction, my Committee are not prepared to advocate any change in the rates charged here, more especially as the fees levied in Bombay appear to be on a scale which very nearly approaches the Calcutta scale : the protesting charge, indeed, is the same, *viz.*, 21 Rs., (including stamp) and the fees for noting within and without the fort are Rs. 5 and 10 respectively, or an average of Rs. 7-8 or only 8 annas less than Calcutta on the business of this kind transacted in Bombay.

CHARGE FOR PORT COMMISSIONERS' FLOATING 30-TON CRANE.

From Chamber to the Port Commissioners.

Calcutta, 2nd April 1884.

A REPRESENTATION has been submitted by Messrs. Graham & Co., Agents for the "Anchor" Line of steamers, to the Chamber of Commerce, relative to the very high rates charged for the use of the Commissioners' 30-Ton Floating Crane in discharging heavy cargo, and the following extract is given by them from a letter from their Home Correspondents, Messrs. Henderson Brothers of Glasgow:—

"*Locomotives.*—The expenses connected with these exceed our calculation. Surely it is possible to make some other arrangement by which the expense will be materially reduced.

"It only costs 5*s.* a ton to ship heavy machinery here, and it is therefore outrageous that we had to pay so much for discharging at Calcutta. We should either be allowed to use our own tackle, or the charges for the floating derrick should be materially reduced. In New York, which is probably the most expensive port in the world, labor being very dear, we only pay 4*s.* per ton for the use of a floating derrick to discharge marble in blocks up to 20 tons, including lighterage to the marble wharf, which is about 2 miles distant from the discharging berth of our vessels. The charges at Calcutta should be less instead of more, and we shall not rest satisfied until they have been very considerably reduced."

The rates charged by the Commissioners are, it is believed, as follows :—

For each lift not exceeding 2 tons ...	Rs.	0 1 6	per cwt.
„ exceeding 2 but not 4 „ ...	„	0 2 0	„
„ exceeding 4 but not 10 „ ...	„	0 4 0	„
„ exceeding 10	„	0 8 0	„

and upon this scale the Commissioners appear to have realised a profitable annual return from the use of their crane.

The following figures, taken from the Commissioners' Annual Reports, show that the original expenditure was Rs. 1,46,619-9-7.

The first hoists were made in June 1877, and the crane was steadily employed, but no returns of earnings or charges for maintenance appear to be given in the Report for the year 1877-78.

In	1878-79	the earnings were Rs.	17,034,	and the expenses Rs.	10,773
	1879-80	„	15,136	„	13,642
	1880-81	„	19,453	„	12,091
	1881-82	„	20,465	„	14,787
	1882-83	„	24,256	„	12,661
	Total earnings in 5 years,	Rs.	96,344,	and expenses Rs.	63,954

The excess of earnings over all charges for maintaining the crane, including salaries, expenses, and repairs being Rs. 32,390 ; and if the first year's net working be taken at an estimate of Rs. 5,000, one-fourth of the original cost has already been recouped.

This being so, it appears only proper that the crane charges should be sensibly reduced, and not only on the ground of the present rates being in excess of what are

absolutely necessary to cover all charges, but also for the reason that the rule of the Commissioners prevents consignees of heavy cargo using their own appliances, which would enable them to do the work at a very much lower expense than they incur by the compulsory employment of the Commissioners' crane.

It is fully admitted that the Commissioners provided a very useful addition to their general appliances for facilitating the traffic of the port, and the floating crane has no doubt proved a great convenience to vessels bringing out heavy machinery, &c., as well as to the consignees of such cargo; at the same time, as the original cost has been materially reduced and earnings will go on increasing—heavy machinery being more and more imported—the Committee are of opinion that the time has now arrived when a substantial reduction may be granted.

Port Commissioners to Chamber.

No. 268, *the* 18*th April* 1884.

I am directed to acknowledge receipt of your letter of the 2nd instant, regarding the rates charged for the use of the 30-Ton Floating Crane, and in reply to point out that the figures abstracted as the expenses do not include the charges for interest and sinking fund at 8½ per cent. per annum, nor for depreciation, which should be at least at 5 per cent. per annum. Had these charges been included, it would be apparent that the crane, instead of working at a profit, has not paid her expenses. The Commissioners would also point out that, under the provisions of their Act, the charges for landing by the 30-ton crane,

like all other landing charges, are payable by the consignees, not by the vessels, except by special agreement as between shipper and shipowner or master. By having the use of a floating crane vessels are saved from mooring to a berth under a fixed crane, and the charges levied at Glasgow, as quoted by Messrs. Henderson Brothers, do not therefore include all the cost of making the lifts.

Taking all these circumstances into consideration, the Commissioners are of opinion that the schedule of rates charged for the use of the crane is not excessive, and they cannot therefore recommend any reduction.

TAXATION IN ENGLAND OF GOLD AND SILVER PLATE.

Your Committee were glad of the opportunity of addressing the Government of India in support of the movement at home for the repeal of the tax on gold and silver plate, the removal of which would give a considerable impetus to the manufacturing industries of India, which are at present deterred from entering the English market in consequence of heavy duties and the restrictions imposed by the hall-marking system.

From the Goldsmiths' and Silversmiths' Free Trade Association to Chamber.

London, January 10th, 1884.

TAXATION OF GOLD AND SILVER PLATE.

I AM requested to express a hope that the Calcutta Chamber of Commerce will take every possible opportunity of pressing this subject upon the attention of the Government of India, in order that the duties may be abolished in April next.

From Chamber to the Goldsmiths' and Silversmiths' Free Trade Association, London.

Calcutta, 7th March 1884.

In compliance with the request conveyed in your letter of the 10th of January, relative to the taxation of gold and silver plate, the Committee of this Chamber have addressed His Excellency the Governor-General in Council on the subject, and I have the pleasure to forward herewith a copy of their representation, together with a copy of the Memorial from the Calcutta Trades' Association referred to.

From Chamber to Government of India.

Calcutta, 7th March 1884.

The attention of the Committee of the Chamber of Commerce having been directed to the question of the duty levied in England on gold and silver plate and to the law relating to hall-marking, I am desired to

submit for the consideration of Government that the industries of this country engaged in the manufacture of gold and silver ware are prejudicially affected by the restrictions which prevail at home and which prevent the importation into the United Kingdom of the artistic productions of India. A considerable trade would undoubtedly follow if the duty were abolished, and if the hall-marking laws were so reformed as to permit manufacturers in this country obtaining an unfettered admission of their industries into England, thereby leading to a considerable development of a trade which at present is almost entirely shut out of the English market.

The duty of 18 pence per ounce of silver, or upwards of 30 per cent. on its current value, is of itself a practically prohibitive imposition, and the hall-marking system is so oppressive, that the manufacturers of Indian silver ware are deterred from entering the English market and offering for sale the beautiful and highly ornamental work which they can produce.

On these grounds the Committee of this Chamber desire respectfully to urge upon the attention of the Government of India the expediency of removing the difficulties and restrictions referred to, and they trust the Governor-General in Council will be pleased to give their representation any support in His Excellency's power.

The Committee have had an opportunity of perusing the Trades' Association's Memorial to Government on this subject, and they entirely concur in what is therein advanced.

APPLICATION TO COMPLETE THE LOADING OF EXPORT CARGOES AT DIAMOND HARBOUR.

The following correspondence has reference to the question of permitting vessels to complete the loading of their export cargoes at Diamond Harbour, when the state of the tides renders it necessary for them to leave the Port of Calcutta in anticipation of their intended day of departure. The matter was brought to the Chamber's notice by the Collector of Customs in connection with one of the P. and O. Steamers, which was obliged to proceed to Diamond Harbour five days earlier than her appointed time, and as under the Custom's Act the Collector was unable to sanction the shipment at that place of the remainder of the cargo, although it had been duly passed through the Custom House, she had to leave with about 1,200 tons short shipped.

It will be seen that while the Board of Revenue and the Committee of the Chamber strongly urged a relaxation of the rule which prohibits shipment of cargo at any river station out of the limits of the port of Calcutta, the Government of Bengal declined to authorise a procedure which was held to be contrary to the law.

The Committee trust, however, that some change may be made in this respect and that the law may be amended so as to admit of vessels completing their loading out of the limits of the port if unavoidable circumstances render it necessary for them to do so.

From Collector of Customs to Chamber.

No. 3305, *dated the* 26*th September* 1883.

I HAVE the honor to request that I may be favored with the opinion of the Bengal Chamber of Commerce on the point raised below :

The P. & O. Company's Steamer *Ganges*, which should have left Calcutta on the 15th June last, was obliged to go down to Diamond Harbour five days earlier owing to the unusually low tide, and consequently had not time to take in a certain portion of her cargo. Application was made to me by the Agent of the Company to be allowed to take in the remainder at Diamond Harbour, but this concession I was obliged, under existing rules, to refuse. With reference to this case I would ask the Chamber of Commerce for their opinion as to whether similar instances of steamers being absolutely obliged to sail without a complete cargo are likely to, or do, occur often, and as to whether there is any necessity, keeping in view the general advantage of the trade of the Port, for any concession or change of rule in this respect.

From Chamber to Collector of Customs.

Calcutta, 18th October 1883.

I HAVE the honor to acknowledge your letter No. 3305, dated 26th ultimo, in which you advise your having been compelled under the existing rules of the Custom House to refuse permission for a portion of the cargo of the P. & O. Company's steamer *Ganges* to be received on board at Diamond Harbour—whither the vessel, owing to the unusually low state of the tide, had been obliged to proceed five days earlier than her advertised date of departure, and further request the opinion of the Chamber whether similar instances of steamers being absolutely obliged to leave without a complete cargo are likely to, or do, occur often, and whether there is any necessity, keeping in view the general advantage to the trade of the port, for any concession or change in the rules in this respect.

In reply, the Committee desire me to state that instances of the nature described do occur occasionally with steamers, but the likelihood of being able to fill up advantageously at an intermediate port, say Madras or Colombo, is probably the reason why applications of the kind in question are of unfrequent occurrence.

But with the present inclination to build steamers of increasingly large tonnage, and with a river such as the Hooghly to navigate, the Committee consider that cases like that of the *Ganges* may in future occur not unfrequently, and they are strongly of opinion that if the present rules do absolutely prohibit the granting of

applications similar to that preferred in the case of the *Ganges*, they should be relaxed without delay.

The Committee understand that the reason stated for refusing the *Ganges* application was that Diamond Harbour is not recognised by the Government of Bengal as a port for export. They, however, fail to see how this could reasonably have been made a plea for refusing the application in question, since they learn that it was arranged that the cargo wanting to complete the *Ganges* was to be taken by boat to Diamond Harbour after passing through the Custom House here in the usual way; and therefore it seems to the Committee that the question as to whether Diamond Harbour is or is not a port need not have been considered, and the Committee would instance the practice that prevails of vessels taking in cargo while in the act of proceeding down the river, and when beyond the limits of the port of Calcutta, and applications being conceded for this, or not being necessary at all, it is not easy to understand why the application of the *Ganges* for permission to do quite the same thing was refused. The Committee understand that so much as 1,200 tons were wanting to complete this vessel's cargo, and not only was the shutting out of this a serious loss to the Company, but the absence of so much freight might, had adverse weather been encountered, have imperilled the safety of the vessel and the lives and property on board.

From Collector of Customs to Chamber.

No. 847, *dated the 10th March* 1884.

IN continuation of my letter No. 3305, dated 26th September 1883, I have the honor to state that the views conveyed in your letter of the 18th October 1883, were submitted by me to the Board with such remarks and recommendations as I have to make, and that as it has been held desirable that the larger aspects in the case, or, in other words, the question whether it is advisable to make Diamond Harbour a port, or so to alter the Sea Customs Act as to admit of goods being shipped there in the manner desired without any infringement of the law, should be considered, I am directed to ask for an expression of the views of the Chamber of Commerce on these points.

From Chamber to Collector.

Calcutta, 8th April 1884.

I AM directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 847 of the 10th of last month.

The Committee desire me to state, in reply, that in their judgment it is not expedient to make Diamond Harbour a port nor advisable to alter the Sea Customs Act.

It appears to the Committee that there is no sufficient reason for disturbing existing arrangments, and that any necessity that may arise for vessels which may be obliged, by the state of the tides or other circumstances, to proceed to Diamond Harbour in anticipation of their intended day

of departure from Calcutta, and to complete their lading at that station, may be easily provided for by posting Preventive Officers on board, whose duty it would be to see that no cargo was shipped except what had been passed in Calcutta.

The Chamber's letter of 18th October, dealing with the case of the P. & O. Steamer *Ganges*, went fully into the circumstances that should influence a relaxation of the Customs Act under special circumstances, and the Committee submit that with the precautionary measure suggested the requirements of the Act will be sufficiently met, and that there can be no infringment of the law so long as no cargo other than that covered by passes from the Calcutta Custom House is shipped at Diamond Harbour in completion of a vessel's loading.

From Board of Revenue to Chamber.

No. 668B.

With reference to your letter dated 8th April 1884, to the address of the Collector of Customs, Calcutta, I am directed to forward herewith for the information of the Chamber, a copy of the correspondence noted on the margin,* regarding the proposal to allow vessels to take in export cargo beyond the limits of the Port as far down as Diamond Harbour. It will be seen from these papers that the proposal has not been approved by the Government.

1. Board's letter to Government, No. 325B., dated 23rd May 1884.
2. Government Order No. 805 T.R., dated 14th June 1884.

From Board of Revenue, L.P. to Govt. of Bengal.

No. 325*B. Dated Calcutta the* 23*rd May* 1884.

H. A. COCKERELL, ESQ., C.S.I.

I am directed to acknowledge the receipt of your letter No. 430—16C, dated 31st January last, communicating the orders of Government on the proposal to allow a vessel to take in export cargo beyond the limits of the Port as far down as Diamond Harbour, and requesting the Board, after consulting the Chamber of Commerce and the Port Commissioners, to report their views on the question whether it is advisable to make Diamond Harbour a port, or so to alter the Sea Customs Act as to permit of the proposal being carried out without infringement of the Sea Customs Act.

2. In reply, I am to submit for the information of Government, the correspondence noted in the margin, from which it will be seen that both the Chamber and the Port Commissioners are of opinion that under the existing conditions of the trade of this Port, there is no necessity to declare Diamond Harbour a port under section 11 of Act VIII of 1878. Having regard to the views of these bodies and to the difficulty experienced by the legal advisers of Government in framing any rules consistent with the Act to meet the acknowledged demand for a relaxation of the existing shipping rules, the Board would solicit a reconsideration of the opinion

Letter from the Secretary to the Port Commissioners, No. 4924, dated 27th March 1884.

Letter from the Collector of Customs, Calcutta, No. 126, dated 21st April 1884, and the letter dated 8th April 1884 therein enclosed from the Bengal Chamber of Commerce.

Letter from the Superintendent and Remembrancer of Legal Affairs, No. 142, dated 2nd May 1884.

expressed in your letter under reply, and the adoption of the suggestion put forward by Mr. Beverley which has the Board's concurrence. The difficulty may, the Board think, be got over by giving the Collector of Customs authority by an executive order not to enforce any penalties in cases of breaches of the Rules on this point, provided that such cases are limited to those in which, owing to the state of the tides, vessels are unable to complete their loading in Calcutta, and that shipping bills have been taken out for such cargo to be put on boardship, and provided also that the goods are put on board from boats accompanying the ship, and are not shipped from the shore beyond the limits of the Port.

From Govt. of Bengal to Board of Revenue.

The 14th June 1884.

I am directed to acknowledge the receipt of your letter No 325B, dated the 23rd May 1884, with enclosures, regarding the proposal to allow a vessel to take in export cargo beyond the limits of the Port of Calcutta as far as Diamond Harbour, and in reply to communicate the following observations of the Lieutenant-Governor.

2. From the correspondence submitted with your present letter, it appears that both the Chamber of Commerce and the Port Commissioners, Calcutta, are of opinion that, under the existing conditions of the trade of Calcutta, there is no necessity to declare Diamond Harbour a port under section 11 of the Sea

Customs Act, VIII of 1878. Having regard to this opinion, and to the difficulty of framing any rules consistent with the Act which would admit of the shipping of cargo outside the limits of the port, the Board recommend that the Collector of Customs be authorized by an executive order not to enforce any penalties in cases in which, owing to the state of the tides, vessels are unable to complete their loading in Calcutta. There can, however, be no doubt that such an authorization would amount to a general permission to break the law in certain classes of cases. In respect of these cases its effect would be to nullify the provisions of section 167 of the Act. The Lieutenant-Governor cannot consent to the adoption of a procedure so clearly contrary to the law. He is prepared, if the mercantile community desire it, to legalize the shipping of cargo outside the limits of the port by making Diamond Harbour a port under the Act; or, if that community, as represented by the Chamber of Commerce, desire it, he will bring the question to the notice of the Government of India, with a view to its being taken into consideration in the Legislative Department if possible. But while the law remains as at present the Lieutenant-Governor is clearly of opinion that the practice must be conformable to it.

From Chamber to Board of Revenue.

Calcutta, 14th July 1884.

THE Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter, No. 668 B,

without date, forwarding for their information copies of the Board's letter, No. 325 B of the 23rd May 1884, to the Government of Bengal, and of the reply thereto, No. 805 T. R. of the 14th June 1884, regarding the Chamber's proposal to allow vessels to take in export cargo beyond the limits of the Port of Calcutta as far as Diamond Harbour.

The Committee of the Chamber desire me to convey to the Board their thanks for having suggested an arrangement by which the object had in view by the Chamber might have been accomplished; but the proposed procedure is no doubt open to the objection that has been raised to it on the ground stated in the Government reply.

The Committee, however, are of opinion that it is essential in the interests of the shipping of the port that vessels should be permitted to complete their loading at Diamond Harbour—under the conditions stated in the Board's letter to Government—if circumstances should necessitate such a course; and they are therefore glad that the Hon'ble the Lieutenant-Governor is pleased to present them with the opportunity of having the matter brought under the consideration of the Government of India with the view to an amendment of the Customs Act, and they trust that the object which the Chamber advocates may be obtained by the means contemplated by His Honor.

TRANSHIPMENTS AND RE-EXPORTS OF RICE WITHOUT FRESH PAYMENT OF DUTY.

CERTAIN of the Customs regulations with regard to shipments of rice having appeared to the Committee of the Chamber to be needlessly vexatious and harassing to shippers, the Collector of Customs was addressed on the subject in December 1883.

The Collector, in reply, promised to do all in his power to mitigate the inconveniences complained of, and the Committee understand that he placed himself in communication with some of the chief shipping houses with the view of devising means to meet the wishes of the Trade.

In the meantime the rules as to taking out passes on transhipments and re-exports, which the Committee believed to be unnecessarily strict, remained unaltered, and a further representation was made to the Collector on the subject.

From the correspondence given below, it will be seen that a concession is promised, which will be a certain amount of relief to shippers.

From Chamber to Collector of Customs.

Calcutta, 3rd November 1884.

ON the 11th of December last year the Committee of the Chamber of Commerce brought to your notice certain complaints which had reached them in respect of the seizure of boats laden with rice in course of shipment and of others carrying grain to merchants' godowns, in consequence of Customs formalities not having been duly observed; and while they expressed the opinion that in the two cases cited by them, the action of the Custom House officials was vexatious and opposed to the spirit of the Customs regulations, they trusted that orders would be issued to prevent a recurrence of such interference with the rice traffic of the Port, inasmuch as it tended to throw unnecessary trouble and expense on shippers without affording greater security to the revenue than might be attained by simpler means.

The Committee of the Chamber were glad to receive the explanation you were good enough to give in your letter No. 4316 of the 31st December, and your assurance that you would do all in your power, without prejudice to Government interests, to obviate the inconveniences which were admittedly involved in the procedure attending the export trade in rice.

While the Committee learn that your efforts have been attended with some measure of relief to Rice importers and exporters, they are informed that there is considerable room for improvement in the system which prevails; and it has been represented to them that

the following points urgently demand consideration at your hands as they are harrassing to the trade and unnecessary in the interests of Government.

Under the present rules should it become necessary for a shipper either to

1. Transfer a shipment from one vessel to another.

2. Ship a different description of rice from that described in the original pass.

3. Ship 2 maunds in each bag instead of 2½ maunds (or *vice versâ*) as described in the original pass, the procedure is as follows :—

1. Alteration of Vessel's name. To take out a pass to reland the rice, and take out a fresh export pass, paying duty a second time.

2. Alteration of quality. To make a stamped application for permission to alter the quality from one description to another, paying a penalty for the alteration.

3. Alteration of weight per bag. To take out a pass to reland the original shipment, and take out a fresh export pass for the altered weights per bag, paying duty a second time.

It is submitted that, provided fraud were guarded against by the authorities insisting on the return to them of the original passes for alteration or exchange, the whole of the above vexatious proceedings including the second payment of duty could be replaced by the simple expedient of an alteration in the body

of the passes or by the immediate substitution of fresh ones, thereby obviating considerable trouble and loss of time to all concerned.

The Committee trust these matters will have your attention, and that it will be in your power either to amend the present procedure on your own responsibility if you have the power to do so, or to recommend the suggestions for adoption by the Board of Revenue or the Government of Bengal.

From Collector of Customs to Chamber.

No. 4294, *dated the* 31*st December* 1884.

I have the honor to state that the suggestions made by the Committee of the Chamber of Commerce in your letter of the 3rd ultimo have received my careful attention, and all the previous correspondence which has been frequent on the subject of rice shipments examined.

What I understand to be principally desired is the allowing of transhipments and re-exports of quantities of rice short shipped without payment of duty afresh. This practice was in force before 1877, and was changed because it was found to be abused to the great inconvenience of this office, and all applications for its revival in any shape have hitherto been refused. I am sensible, however, that the present procedure of fresh payments of duty, though it works well as far as this office is concerned, is irksome to rice exporters and to a certain extent a hardship; and I am therefore

willing partially to revert to the old system, that is to say, I will allow transhipments and re-exports of quantities short shipped without payment of duty afresh under an endorsement by this office on the original pass with the proviso that no application for a re-export will be entertained after one month from the date on which export clearance is granted to the vessel for which the original pass was taken out. This proviso will prevent the utilizing of a single pass for innumerable transhipments and re-exports extending over a period of several months, and sometimes years, which formerly caused so much inconvenience. A notice of the change of rule will be published, and I propose to give it effect from the 1st February.

With regard to the alteration of the quality of rice shown in a shipping bill from one description to another, I would observe that no penalty is imposed on this, but a fee of Re. 1 is charged for the trouble involved to this office of correcting various documents and records accordingly. The requirement of an application and this fee for the alteration is, I think, reasonable, and I am not prepared to forego it.

With regard to the procedure when an alteration is required in the weights per bag, for example, when each bag is to contain 2½ maunds instead of 2 maunds and *vice versâ*, I would point out that these cases have not hitherto occurred that I am aware of, and that if I were to allow shipments to be made in the manner I understand to be desired, it would cause infinite trouble and confusion, and that I am therefore unable to do so.

From Chamber to Collector of Customs.

Calcutta, 12th January 1885.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 4294 of the 31st of last month.

The Committee are pleased to learn that their representation as to the inconvenience and hardship merchants have experienced by being required to pay duty afresh on each transhipment and re-export of rice has received your attention, and that you are willing to amend the present procedure by partially reverting to the old system, and thereby relieving the shippers of rice from the inconveniences complained of.

This concession will be a boon to the trade, and the Committee are much obliged to you for making it.

PROPOSED REDUCTION OF SALT WASTAGE ALLOWANCE FROM 8 TO 3 PER CENT.

From Collector of Customs to Chamber.

No. 58—*Dated the 7th January* 1884.

I HAVE been directed by the Board to obtain the views of the Chamber of Commerce on a proposal to reduce the wastage allowance in respect of salt imported from 8 per cent. to 3 per cent. with a view of securing a more careful weighing in of the salt at the port of lading, and I therefore request the favor of your laying this before the Chamber and communicating to me their views on this

point. I may mention that the average of wastage for the past four years has been 2·83 per cent.

From Chamber to Collector of Customs.

Calcutta, 26th January 1884.

I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 58 of the 7th instant, relative to a proposal by the Board of Revenue to reduce the wastage allowance in respect of imported salt from 8 to 3 per cent. with the view of securing a more careful weighing in at the port of loading: and you add that the average wastage for the past four years has been 2·83 per cent.

The proposal submitted by you having been referred to the principal importers of salt for an expression of their views, the Committee direct me to inform you that importers unanimously object to any reduction of the wastage allowance, and say that although the average wastage for the past four years may have been under three per cent., several cargoes have shewn large deficiencies, in some cases quite up to the maximum allowed.

In putting forward the Board's proposal for the reduction of wastage, the Committee observe that you do not point out that the penalty imposed upon vessels showing wastage in excess of 8 per cent. is payment of the duty—2 rupees per maund—on such excess, and if 3 be substituted for 8, the claims are likely to be numerous.

The restrictions on salt-laden vessels are already quite severe enough, and it is feared that a reduction in the wastage will mean trouble and further detention of ships, and perhaps a further heavy fine in the way of duty.

On all these grounds importers strongly protest against the proposed reduction.

WORKING HOURS AT SALT GOLAHS.

From Collector of Customs to Chamber.

No. 550—*Dated the* 13*th February* 1884.

I REQUEST the favor of your laying the following matter before the Chamber of Commerce and obtaining for me an expression of their wishes and views on the point. The working hours at the Sulkea Golahs used to be, during the cold season months, from 6 A.M. to 2 P.M., but in the cold season of 1882-83 a change was made in them, and they stand now at from 7 A.M. to 3 P.M. This has not been found to work satisfactorily : at the end of last cold season it was necessary for my predecessor to apply to the Board for permission to return to the old hours, and this season again the change of the hours extending them to 3 o'clock in the afternoon is giving trouble. The same amount of work that used to be done by two is, I am informed, dawdled over till three, and between three and sunset there is not time, when there is a press of work, to clear off the stocks weighed during the day, the result being that there are broken consignments, part in

the Railway, and part in the Golahs, and that consignments are detained, as the Railway authorities require each consignment to be complete. Besides interfering with our office work, this leads to complaints on the part of the Salt dealers, and I wish to be informed whether, under the circumstances, the Chamber would object to the old hours (from 6 A.M. to 2 P.M.) which worked well, being returned to in future during the cold weather months. I would point out that more work can be got through from 6 A. M. to 2 P.M. during the cold weather months than in the hot, as the coolies can work harder.

From Chamber to Collector of Customs.

Calcutta, 24th April 1884.

I regret that unavoidable circumstances have prevented an earlier acknowledgment of your letter No. 550 of the 13th February, relative to the working hours at the Sulkea Salt Golahs.

The Committee of the Chamber now desire me to say that from inquiries made, the present hours 7 A. M. to 3 P. M. for working are found by Salt dealers to be much more convenient than the earlier hours, 6 A M. to 2 P.M., to which it is proposed to revert during the cold weather months: and that even in the hot season the later hours would be preferred by the trade generally.

In replying to the Board of Revenue's letter No. 1177 B, of the 9th November 1881, it was stated by the Chamber, in their letter of 13th of the following month, that the regulations on the point of working hours were

somewhat contradictory, for whereas they were said to be from 6 A.M. to 2 P.M. it was ruled that no work was to be done *before sunrise*, which in the cold season was as late at ¼ to 7, and that as a matter of experience it was seldom in the cold weather months that work was fairly commenced before 7 o'clock; and that even in the hot weather it was difficult to collect natives and get them at work so early as 6 A.M.

The Committee are therefore constrained to recommend that present arrangemeuts should not be disturbed: and it appears to them that if the work is commenced with punctuality and the working hours economically employed, under regulations which should be strictly enforced, there would be ample time for completing the day's transactions within convenient limits.

PROPOSED CHANCE IN METHOD OF LEVYING PORT DUES AT MADRAS.

The letter from the Government of Bengal, which for the present closes the correspondence on this subject, refers to the creation of a Port Trust at Madras, and until that point has been determined the question of modifying the method of levying port dues there remains in abeyance.

From Govt. of India to Govt. of Bengal.

No. 397—*Calcutta, the* 21*st January* 1884.

IT has been proposed to the Government of India by the Government of Madras that a change should be made

in the method of levying Port Dues at Madras. Under section 45 of the Indian Ports' Act, 1875, as amended by Act IV of 1881, such port dues, not exceeding 8 annas per ton, as the local Government from time to time directs, are to be levied on vessels (other than coasting vessels) entering the port of Madras, but not oftener than once in 90 days. The rate which is actually levied is 6 annas a ton. The Government of Madras proposes to reduce the rate to 3 annas, but make it payable on each occasion of the vessel's entry instead of once in 90 days.

Legislation must be resorted to if this change is made, but the Governor-General in Council desires, before undertaking to legislate, to receive the opinion of other local Governments on the proposal, as it seems possible that if the change were made in Madras, a similar change in the law might have to be made for other ports. And His Excellency in Council is doubtful whether it would be advisable generally to limit the restriction of time now prescribed by law in respect to the levy of dues a second time.

I am accordingly desired to request that the Government of India may be favored with an expression of the veiws of His Honor the Lieutenant-Governor on the proposal as it would affect Ports in Bengal.

No. 200.

Copy forwarded to the Secretary to the Bengal Chamber of Commerce with the request that the Lieutenant-Governor

may be favoured with an expression of the Chamber's opinion on the proposal.

By order of the Lieutenant-Governor of Bengal.

C. W. BOLTON,
Under-Secretary to the Government of Bengal.

CALCUTTA,
General Department (Marine,)
The 26th January 1884.

From Chamber to Government of Bengal.

Calcutta, 18th March 1884.

I am directed to acknowledge the receipt of your official No. 220 of the 26th of January, forwarding copy of letter No. 397 of 21st idem from the Government of India to the Government of Bengal, relative to a proposal by the Government of Madras that a change should be made in the method of levying port dues at Madras.

Under the Indian Ports Act which authorizes the levy of port dues at Madras of a rate not exceeding 8 annas per ton on vessels (other than coasting vessels) entering that port not oftener than once in 90 days, the rate actually levied is 6 annas a ton, and the Government of Madras proposes to reduce the rate to 3 annas, but to make it payable on each occasion of a vessel's entry instead of once in 90 days.

As the proposed amendment is, as the Committee understand, intended to apply only to vessels other than coasting vessels, coasting steamers from Calcutta would

not be affected by the change, and as regards sailing ships a ship once loaded scarcely ever returns within the 90 days to her port of loading; this latter appears, therefore, to be a question for consideration by those Madras firms who may be owners, agents or consignees of such vessels.

At the same time I am directed to remark that the Government of Madras does not put forward any reasons for the proposed change, and to suggest for the consideration of the Government of India that a reference should be made to the Government of Madras with the view of ascertaining the grounds on which such change has been recommended.

From Government of Bengal to Chamber.

No. $298\frac{T}{G}$—*Darjeeling the* 13*th May* 1884.

With reference to the last paragraph of your letter, dated the 18th March 1884, I am directed to forward, for the information of the Chamber of Commerce, copies of the papers* noted on the margin, setting forth the reasons for the proposed change in the method of levying Port Dues at Madras, and to request that the Lieutenant-Governor may be favored with any further remarks the Chamber may wish to offer on the subject.

From the Government of Madras, No. 369, dated the 14th July 1883 and enclosures.
Telegram to the Government of Madras No. 2570, dated the 9th August 1883.
From the Government of Madras, No. 563, dated the 21st November 1883 (para) and enclosures.

The papers forwarded should be returned with your reply.

From Chamber to Government of Bengal.

Calcutta, 16th June 1884.

In acknowledging the receipt of your letter No. $298\frac{T}{G}$ of the 13th of last month, and returning the papers which you were good enough to forward for the information of the Chamber, relative to the proposed amendment of the method of levying port dues at Madras, I am directed by the Committee to submit the following remarks:

By Act IV of 1881 the Madras Port Dues Act amending portions of the Indian Ports Act 12 of 1875, the Madras Government was authorized to levy port dues at Madras at any rate not exceeding 8 annas per ton on all vessels other than sailing ships employed in coasting on which the rate could not be more than 4 annas. Coasting vessels propelled by sail were to be chargeable not more than once in 60 days and coasting steam vessels were to be chargeable not more than once in every 30 days, whilst foreign going vessels were made chargeable once every 90 days.

The actual rates at Madras under this authority have been 6 annas on foreign vessels and on all steamers, and 3 annas on coasting sailing ships.

The Committee of the Chamber gather that it is now proposed to make the rate of Madras Port Dues 3 annas per ton in case of foreign vessels, and $1\frac{1}{2}$ anna per ton on all coasting vessels irrespective of the mode of propulsion. This is not quite in accordance with what was put in Government of India letter No. 397 of 21st January; but the Committee cannot make the notification read otherwise. On another point the Madras proposals are not

clear. Thus, it is said that the rate of Port Dues will be reduced to " 3 annas per ton *payable on each time of entry*, half such rate being charged in the case of vessels employed in the Coasting Trade." That is, 1½ anna for coasters ; but the Committee would inquire if this 1½ anna on coasters is to be paid each time of entry or not ? The proposed revision of the Schedule to the Ports' Acts would argue that the 1½ anna on coasting steamers is to be paid only once in 30 days : but the Committee would be glad to have this stated without ambiguity.

There is a class of vessel which, in a certain sense, will lose a privilege, *viz.*, the foreign going long voyage ship, whether sailer or steamer.

This class has hitherto been charged port dues only once in 90 days. It will now pay each time of entry, but to set against this drawback there is the reduction of the rate from 6 annas to 3 annas. Altogether if the Committee's reading be correct, they do not know that the proposal so far can be objected to.

The Government of India in their letter to Government of Bengal No. 397 referred to already, have raised further issues ; as they say that legislation is necessary in order to comply with the proposal of the Government of Madras, and that if a new Act is to be passed, a similar change in the law might have to be made for other ports. The Committee do not quite understand what change in the law is meant, and they would be glad to be assured on this point as to the real character of the change.

In preparation for a fresh Ports' Act, the Government of Madras has been asked to submit additional recommenda-

tions, and it has accordingly forwarded documents with reference to Port Dues at grouped ports setting forth that the Madras Marine Department advises that foreign steamers should pay 3 annas at the first group of a port and 1½ anna of every subsequent port in the group. The Madras Harbour Committee, on the other hand, recommend that the rate on foreign steamers shall be 3 annas for one port only, but 4½ annas if any two or more ports in the same group be visited.

It does not appear to the Committee which of the two proposals has the support of the Madras Government.

As to Coasting vessels, if the Madras proposals are correctly understood they are to be left as at present.

The old rate was 3 annas at each port on foreign going vessels, 1½ anna at each port on Coasting vessels other than steamers and 4½ annas *for one or more ports* for coasting steamers.

If the Committee interpret the proposals correctly it would seem that the Coasting steamer is to be placed comparatively at some disadvantage; but really the whole reference is so much mixed up, that the Committee would suggest a further reference to the Government of Madras for a clearer statement of what it is they propose to do.

It has been suggested to the Committee—by whom the point is submitted for consideration—that Madras would do much better to adopt the Colombo plan and levy dues on the quantity of cargo landed or shipped and not on the tonnage of vessels, as it seldom happens that a full cargo is discharged or loaded in Madras, and the levy

of dues on the ship's total tonnage forms a heavy and prohibitive burden. Were the Colombo plan adopted all restrictions on steamers and sailing vessels calling at Madras would be removed, and the result would not fail to benefit the port and its trade most materially.

From Government of Bengal to Chamber.

No. 2278$\frac{T}{G}$—*Darjeeling, the 25th September* 1884.

With reference to your letter dated the 16th June 1884, I am directed to say that intimation has been received from the Government of India that the question of effecting a change in the method of levying Port Dues at Madras is in abeyance pending the creation of a Port Trust, and that the opinion of the Chamber on the subject is not therefore required at present.

BALASORE PORT DUES.

THE following correspondence is the outcome of a visit of inspection paid to the Port of Chandbally by Captain Stiffe in the cold weather of 1882-83. In his report he stated that the Port Dues should be raised from 1 anna 8 pie to four annas per ton per month on vessels visiting the Balasore Ports in order to ensure receipts coming up to expenditure. It is contended, on the other hand, that as little or nothing has ever been done for vessels frequenting

these ports, the heavy yearly expenditure ought rather to be curtailed by the abolition of the appointment of a settled Port Officer, whose pay in the published accounts alone amounts to Rs. 2,880.

The Government not having yet replied to the Chamber's letter of the 12th August, the matter may be looked upon as being in abeyance.

From Government of Bengal to Chamber.

No. 336 $\frac{T}{G}$, *Darjeeling, the* 15*th May* 1884.

In forwarding the enclosed copy of a letter from the Commissioner of the Orissa Division, No. 991½, dated the 3rd July 1883 and enclosures, I am directed to state that as the Port Dues levied in the Balasore ports do not cover the expenses, some increase of the dues will be needed if the ports are to be made safe and to be well buoyed and lighted. The Lieutenant-Governor would, however, be glad to be furnished with an early expression of the Chamber's opinion on the subject.

From A. SMITH, ESQ., *Commissioner of the Orissa Division, to the Secretary to the Government of Bengal, General Department. No.* 991½, *dated Cuttack, the* 3*rd July* 1883.

With reference to paragraph 2 (*b*) of the Government Resolution of the 1st May last, a copy of which was sent with your 160T—G of that date for report, I have the honour to forward herewith a copy of a letter No. 633 of

the 28th June 1883, from the Collector of Balasore, and its annexures, on the subject.

2. The necessity for increasing the port dues to 4 annas a ton has been shown in detail by the Collector, and I have nothing more to add. It is desirable that the levy of port dues at this rate should be made at all the ports in Balasore.

From T. J. C. GRANT, ESQ., *Officiating Collector of Sea Customs, to the Commissioner of the Orissa Division.—No.* 633, *dated, Balasore, the* 28*th June* 1883.

In reply to your No. 644, dated the 9th May 1883, I have the honour to forward a copy of an office note that I have made upon the subject.

Office Note.

In paragraph 4 of Lieutenant Stiffe's report on Chandbally Port, after his inspection in the cold weather of 1882-83, he pointed out that vessels visiting the Dhamrah and Chandbally Ports paid an average of only Rs. 6 per trip, although they were exempt from pilotage on the Hooghly.

2. The port dues are at present 6 annas per 100 maunds, or about 1 anna 8 pie per ton paid once a month. Lieutenant Stiffe proposed to raise the dues to at least 4 annas a ton to be paid once a month. His reasons given in the report are that the vessels to the Dhamrah river pay no pilotage fees for the Hooghly, and therefore can afford to pay higher dues than those visiting False Point; that vessels to False Point stay but a few hours

and have but little done for them by the Port, and yet the dues levied at False Point (paid on each visit and not merely once a month) amount to Rs. 10,000 against only Rs. 1,300 levied in the Dhamrah. In the meanwhile the buoying of the Dhamrah was very heavy, and the port expenses were about to be increased by expenditure on the lighthouse.

3. At present, dues at 6 annas per 100 maunds are levied uniformly at all places in the Balasore district at which vessels call, *viz.*, at—

Churamun.	The Subarnarekha—	The Dhamra—
Lychunpur.	Channa and Sartha,	Chandbally
	Balasore.	

4. I am of opinion that Lieutenant Stiffe's proposal to raise the fees to 4 annas a ton should not be confined only to the Dhamrah and Chandbally, but should apply uniformly, as does the present rate.

5. My predecessor, in his No. 243, dated the 10th March 1883, gave his opinion that the trade in Balasore had sufficiently increased to warrant levy of port dues at the rate of 4 annas per ton per mensem, and the Commissioner was inclined to the same opinion, adding that the present rates do not suffice to pay the port charges. The Lieutenant-Governor desires to be furnished with a separate report stating fully the necessity for increasing the dues.

6. The only good reason for raising the dues must be a financial one. I find a certain difficulty in the way of giving a very precise view of the financial position of the Balasore Ports; but it is easy to show that the receipts fall seriously below the expenditure.

7. I will take the year 1882-83. I enclose a table of receipts and expenditure for that year. The receipts altogether amounted to only Rs. 3,491-12-10. These receipts are actuals and are precisely stated. The expenditure for the items shown in the accompanying statement amount to Rs. 5,789-10-7, and are the actual disbursements made as yet; but to this must be added Rs. 2,753-8-2 charged in the marine accounts for February and March 1882 on account of stores supplied from and work done in the India Government Dockyard at Kidderpore for the Balasore Port Fund, and Rs. 900 on account of Port Officer's pay paid in Calcutta and not yet adjusted. The total expenditure thus becomes Rs. 9,443-2-9, and the year shows a total deficit of Rs. 5,951-5-11.

8. The main body of the receipts comes from port dues, which amounted to Rs. 2,988 in 1882-83. Now, if we had taken 4 annas every time we took 1 anna and 8 pie, the total receipts for port dues would have been Rs. 7,171, and the total revenues of the Port Fund would have been Rs. 7,674 against an expenditure of Rs 9,443, leaving a deficit still, but a deficit of only Rs. 1,769.

9. Such is an accurate account of the financial results, actual and possible, of the year 1882-83. After carefully looking at the accounts of previous years, I think that it would be fairly safe to call the Port Fund's receipts Rs. 4,000 a year with the present rate of port dues. As regards the disbursements, we must count on an expenditure of not less than Rs. 6,000 on such items as are in the accompanying statement. The dockyard bills of the past five years give an average expenditure of Rs. 2,666 per

annum, so that, with an annual expenditure of Rs. 8,666 against an annual income of Rs. 4,000, we are left with an annual deficit of Rs. 4,666, and to this must be added any future expenditure to be incurred in building, maintaining, and working the lighthouse.

10. But if we raise the port dues to 4 annas per ton per mensem, we may fairly count on its adding Rs. 4,000 (it would this year have added Rs. 4,182) to our income, and raising it to Rs. 8,000 against an annual expenditure of Rs. 8,666, and so reducing the annual deficit to Rs. 666, *plus* any extra expenditure incurred for the lighthouse.

11. It seems to me that these figures fairly establish the necessity of raising the port dues to 4 annas per ton per mensem, where we at present take only 1 anna and 8 pie. If we keep to the present rate, we must prepare to meet an annual deficit of (say) Rs. 5,000. If we take the proposed rate the deficit is reduced to, say, Rs. 1,000, and (if the port prospers and increases), there is a prospect of at last arriving at equilibrium between receipts and expenditure. A deficit of Rs. 5,000 seems to me a crushing deficit in the case of a port with a total income of only Rs. 4,000. The rate of 4 annas per ton per mensem is not a heavy rate in itself, and can certainly be very well afforded by the vessels that are relieved of pilotage fees in the Hooghly, and that cause us an expenditure that will still be greater than our receipts. I am assured by those local officers who have the experience I lack as yet that the increased dues will not reduce the number of vessels calling at any of our ports.

PART I.

Statement showing the Collections on account of Port Fund at Balasore during the year 1882-83.

Particulars.	Receipts.														
	Balasore.			Subarna-rekha.			Channa and Sartha.			Churamun and Lychunpore			Chandbally and Dhamrah.			Total.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Port dues	1,081	14	9	164	11	0	367	5	9	112	4	1	1,262	3	9	2,988	7	4
Registration fee	50	2	0	.....			.....			.....			.....			50	2	0
Pilotage collection... ...	.....			.....			.....			.....			120	0	0	120	0	0
Buoy dues	.....			.....			.....			.....			270	0	0	270	0	0
Sale proceeds of unclaimed wrecked property... ...	1	0	0	29	1	6	23	2	0	.....			.....			53	3	6
Sale proceeds of hand-book...	4	0	0	1	0	0	5	0	0	.....			.....			10	0	0
Total ...	1,137	0	9	194	12	6	395	7	9	112	4	1	1,652	3	9	3,491	12	10

Balasore Sea Customs Office.
The 29th June 1883.

PART II.

Statement showing the Disbursements of Port Fund at Balasore during the year 1882-83.

DISBURSEMENTS.

PARTICULARS.		Rs.	A.	P.
Permanent establishment	Port Officer's pay	2,880	0	0
	Peons' pay	175	8	0
	Pilot establishment	1,860	0	0
House allowances	Port Officer..	30	0	0
	Pilot	24	0	0
Travelling allowance	Port Officer..	116	12	0
Contingencies	Kerosine oil for lighting signal lantern at Chandipur	23	2	2
	Price of one pair of scissors	1	0	0
	Service postage stamps	20	0	0
	Telegram expenses	15	8	0
	Hire of a cart for sending tidal gauge to Chandbally ..	5	15	0
	Purchase of Iron Safe for Port Officer	50	0	0
Public Works Department.	Charge for removal of light-keeper's shed	29	10	0
	Repair of wooden jetty at Balasore wharf	57	13	9
	Excess charge on account of construction of flagstaff ..	132	8	6
	Repair of Dhamrah house	138	0	0
Miscellaneous.	Charge incurred in lifting a mooring buoy at Chandbally	4	11	0
	Charge for widening the shackle of the new buoy ..	0	8	0
	Advance for the construction of row boat for Subarnarekha	45	0	0
	Remittance of sale proceeds of hand-book to Government Printing	3	0	0
	Amount of percentage on disbursement from 1st April 1881 to 31st March 1882	47	15	7
Port Survey ...	Price of two time-pieces	9	0	0
	Wages of Gauge reader	24	3	1
	Construction of two tidal gauges..	44	7	6
	Wages of Marine officers for survey work	51	0	0
	Total ..	5,789	10	7

T. GRANT,

Offg. Collector of Sea Customs.

From Chamber to the Government of Bengal.

Calcutta, 12th August 1884.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 336 of 15th May last, regarding a contemplated increase of the dues now levied in the Balasore ports, and to submit the following remarks in reply:

It has been represented to the Committee that while an increase in the port dues seems to be necessary to raise the receipts to a level with the disbursements, the rates should not be more than doubled all at once as proposed.

The two heavy items in the statement of the Port Fund at Balasore are Rs. 2,880 and Rs. 1,860, being the Port Officer's pay and Pilot Establishment, respectively; and as these two together make up four-fifths of the whole disbursements, it is not unreasonable to ask if an earning of only Rs. 120 justifies the keeping up of such a heavy establishment.

The Committee understand that in former years the Balasore ports used to be regularly visited by the Port Officer of False Point, whose salary was distributed over all; but that for the last six or seven years each of the ports has been controlled by an officer of its own, whose salary and pilotage establishment, by reason of small earnings, fall heavily on the Port Funds.

The Committee are informed that a survey of the entrance to, and of, the river Dhumrah was promised when the said visiting officer was first appointed, but

that the promise remains unfulfilled, owing perhaps to the circumstance of the present incumbent not being a surveyor professionally; and it is submitted that if the dues are to be increased some return should be made in the way of an early survey being undertaken, instead of the Port Officer's occupation being limited, as it is at present, to the collection of port dues.

The Committee are informed by the Agents of the Steamer *Sir John Lawrence* that should the dues be raised to 4 annas a ton as proposed, they will have to pay Rs. 116-8-0 against Rs. 46 per mensem as at present; and that considering that the trade is greatly overdone, and that restrictions have been recently put upon it in the carriage of kerosine oil, they consider the increase as approaching a hardship.

In conclusion, I am desired by the Committee to request that they may be furnished with a statement of the Port Fund accounts of False Point and Pooree if the Hon'ble the Lieutenant-Governor will be so good as to comply with their application.

INTER-COLONIAL EXHIBITION FOR SUGARS AT PORT LOUIS, MAURITIUS.

From Govt. of India to Chamber.

No. 419 *Ex:—Simla, the* 10*th April* 1884.

I AM directed to forward, for information and any action you may think desirable, the accompanying copy

of a letter, dated the 11th February last, from the Secretary to the Exhibition Committee, Port Louis, Mauritius, on the subject of an Inter-colonial Exhibition for Sugars to be held at that port in the course of next December.

From Exhibition Committee, Port Louis, Mauritius to Govt. of India.

11*th February* 1884.

I have the honor to inform you that an Inter-colonial Exhibition for Sugars will be held at Port Louis between the 1st and 10th of next December, under the auspices of the Royal Society of Arts and Sciences of Mauritius. The Exhibition Committee beg to express the hope that the Colony of Calcutta will have no objection to take part in the said Exhibition.

Sugars of all kinds will be admitted, *viz.*, Cane, Btee, Maple, Sorghum, &c.

After due receipt of your favorable reply, I will forward to you the necessary notes as to any information you may require.

AMSTERDAM EXHIBITION OF 1883.

Circular No. 85 Ex.

Extract from the proceedings of the Government of India in the Revenue and Agricultural Department (Exhibitions),—dated Simla the 11th July 1884.

READ—

Report on the Indian Department of the Amsterdam Exhibition of 1883, by J. R. Royle, Esq., Executive Commissioner of India.

Read also—

Circular No. 76Ex., dated the 24th June 1884, from Revenue and Agricultural Department to Local Governments and Administrations, forwarding copies of the Report.

RESOLUTION.

THE report above cited describes the share taken by the Government of India in the Amsterdam Exhibition of 1883, and contains an interesting account of some of the commercial results that have attended the Exhibition. These are recorded at paragraphs 29 to 49 of the report, and the Government of India hopes that the measures taken to further the interests of India will have an important bearing on the future development of trade between India and the Continent of Europe. The Government of India also notes with satisfaction that the steps taken by the Calcutta Tea Syndicate for bringing Indian tea prominently to notice at the Exhibition are likely to lead to a wide extension of the trade in this commodity, both in Holland and on the Continent. The thanks of the Government of India are due to the officers and private gentlemen named in the appended list, who rendered important assistance in the work connected with the contribution of samples, &c., to the Exhibition.

More particularly the Government of India would desire to acknowledge the services of the following gentlemen:—

Babu Mohendra Nath Bhattacharjya, Deputy Magistrate and Deputy Collector, Bogra.

H. W. I. Wood, Esq., Secretary to the Chamber of Commerce, Calcutta.

J. S. Gamble, Esq., Conservator of Forests.

F. Duthie, Esq., Superintendent, Saharanpur Botanical Gardens.

Babu L. P. Barman, Superintendent, Government Farm, Cawnpore.

Surgeon-Major G. Bidie, Curator, Government Central Museum, Madras.

Major J. C. Walker, Conservator of Forests, Madras and all other Madras Forest Officers.

The Government of India has already acknowledged, through the Secretary of State, its sense of the great zeal and ability displayed by Mr. J. R. Royle as Executive Commissioner for India at the Amsterdam Exhibition.

ORDER.—Ordered, that a copy of this Resolution be printed and distributed to the Local Governments and Adminstrations noted on the margin, and be published in the *Gazette of India*, for general information.

Government of Madras.
" Bombay.
" Bengal.
" North-Western Provinces and Oudh.
" Punjab.
Chief Commissioner, Central Provinces.
" " British Burmah.
" " Assam.

(True Extract.)
E. C. BUCK,
Secretary to the Government of India.

NEW MEMBERS.

MESSRS. C. Marquardt and Co. have been admitted as Members of the Chamber, subject to the usual confirmation.

FUNDS OF THE CHAMBER.

THE balance at credit of the Chamber on the 31st December 1884 amounted to Rs. 1,384-4-4 exclusive of Rs. 10,000 in 4 per cent. Government Securities.

J. J. J. KESWICK,
President.

FUNDS OF THE CHAMBER.

Statement of the Funds of the Bengal Chamber of Commerce, from 1st January to 31st December 1884.

	Rs.	A.	P.			
Office Rent	1,800	0	0			
Establishment	10,902	0	0			
Charges General	7,897	7	4			
				20,599	7	4
Cash in Bank of Bengal ...	621	12	8			
Do. in hand ...	762	7	8			
Reserve in Government Paper	10,000	0	0			
				11,384	4	4
Rupees				31,983	11	8

CALCUTTA,
31st December 1884.

	Rs.	A.	P.			
Cash in Bank of Bengal on 31st December 1883 ...	224	15	10			
Do. in hand do. ...	606	0	4			
Government Securities ...	10,000	0	0			
				10,831	0	2
Subscriptions from Members	14,752	0	0			
Price Current and other Publications, &c. ...	6,000	11	6			
Interest on Government Securities	400	0	0			
				21,152	11	6
Rupees				31,983	11	8

E. E.

J. F. RUTHERFOORD,
Secretary.

APPENDIX.

MEMBERS OF THE CHAMBER OF COMMERCE.

Agelasto, A., and Co.
Apcar and Co.
Anderson, Wright and Co.
Acerboni, F., and Co.
Barlow and Co.
Begg, Dunlop and Co.
Browne and Lovelock.
Burn and Co.
Blackwood, Blackwood and Co.
Barry and Co.
Balmer, Lawrie and Co.
Carlisles, Nephews and Co.
Carritt and Co.
Crooke, Rome and Co.
Cohn Brothers and Fuchs.
Duncan Brothers and Co.
Dwarkanath Dutt and Nephew.
Ernsthausen and Co.
Ewing and Co.
Elliott, John and Co.
Ezra, E. D. J., Esq.
Finlay, Muir and Co.
Forrest, W., Esq., *Agent, Chartered Bank of India, Australia and China.*
Gisborne and Co.
Graham and Co.
Grindlay and Co.
Gubboy, Elias S., Esq.
Henderson, George and Co.
Heilgers & F. W. and Co.
Hoare, Miller and Co.
Huber and Co.
Hodgson, J. G., Esq., *Agent, Hong-Kong and Shanghai Banking Corporation.*
Hurry Doss Dutt and Co.
Jardine, Skinner and Co.
Jefferson, W. E. S., Esq., *General Manager. The Planters' Stores and Agency Company, Limited.*
Kettlewell, Bullen and Co.
Kelly and Co.
Ker, Dods and Co.
King, Hamilton and Co.
King, W. Vale and Co.
Landale and Morgan.
Longmuir, Thos., Esq., *Manager, Delhi & London Bank, Limited.*
Murray, R., Esq., *Agent, Chartered Mercantile Bank of India, London and China.*
Mitchell, Reid and Co.
Mackillican, J. and Co.
Mackinnon, Mackenzie and Co.
Mackenzie, Lyall and Co.
Macneill and Co.
Macknight, Anderson and Co.
C. Marquardt and Co.
Mclntosh, A. R. and Co.
Mitchell and Waller.
Moran, W. and Co.
Oldemeyer and Hadenfeldt.
Payn, T., Esq., *Manager, Comptoir d'Escompte de Paris.*
Petrocochino Brothers.
Prawnkissen Law and Co.
Pigott, Chapman and Co.
Pallachi, F. C. and Co.
Ralli Brothers.
Reinhold and Co.
Rentiers and Co.
Schroder, Smidt and Co.
Schoene, Kilburn and Co.
Sassoon, David and Co.
Sallugram Khunnah and Co.
Steel, Octavius and Co.
Struthers and Co.
Thomas, J., and Co.
Toomey, J. A. Esq., *Manager, National Bank of India.*
Turner, Morrison and Co.
Ullmann, Hirschhorn and Co.
Uloth, H. W., Esq., *Superintendent, P. & O. Company.*
Whitney, Brothers and Co.
Williamson, Magor and Co.
Wood, W., Esq., *Manager, Agra Bank.*
Yule, Andrew and Co.

Honorary Members:

J. A. Crawford, Esq., C. S., late Collector of Customs.

Major L. Conway-Gordon, R. E.

RULES AND REGULATIONS

OF THE

BENGAL CHAMBER OF COMMERCE.

First....That the Society shall be styled "THE BENGAL CHAMBER OF COMMERCE."

Second...That the object and duty of the Bengal Chamber of Commerce shall be to watch over and protect the general commercial interests of the Presidency of Bengal, and specially those of the Port of Calcutta; to employ all means within its power for the removal of evils, the redress of grievances, and the promotion of the common good; and, with that view, to communicate with Government, public authorities, associations, and individuals; to receive references from, and to arbitrate between, parties willing to abide by the judgment and decision of the Chamber; and to form a code of practice to simplify and facilitate transaction of business.

Third.....That merchants, bankers, ship-owners, and brokers shall alone be admissible as members of the Chamber.

Fourth...That candidates for admission, as members of the Chamber, shall be proposed and seconded by two members, and may

be elected by the Committee provisionally, such election being subject to confirmation at the next ensuing General Meeting.

Fifth.....That the subscription of firms and banks shall be 16 rupees per mensem, of individual members 10 rupees per mensem, and of mofussil members 32 rupees per annum.

Sixth.....That any member of the Chamber whose subscription shall be three months in arrears shall cease to be a member, and his name shall be removed by the Committee from the list of members after one month's notice of such default.

Seventh...That the business and funds of the Chamber shall be managed by a Committee of not less than five nor more than seven members, including the President and Vice-President, to be elected annually at a General Meeting of the Chamber in the month of May ; the President, or, in his absence, the Vice-President, being ex-officio Chairman of the Committee, and in the absence of the President and Vice-President, the Committee to elect its own Chairman. Three to form a quorum.

Eighth...Annual elections of President, Vice-President, and members of the Com-

mittee shall be determined by a majority of votes of members, such votes being given in voting-cards, to be issued by the Secretary, numbered and bearing his signature; and no voting-card shall be received for such purpose unless so authenticated. All vacancies created by the absence of the President, or Vice-President, from the Presidency for three months, or by departure for Europe, or by death, shall be forthwith filled up, and the election determined by votes to be taken as above and declared by the Committee. All vacancies created as above by the absence, departure, or death of any of the members of the Committee, shall be forthwith filled up by selection by the Committee, subject to approval at first Ordinary General meeting thereafter.

☞ *It is specially requested that before a member is returned to serve on the Committee, his nominator shall have ascertained his willingness to accept office in the event of his election by voting-cards.*

Ninth....That parties holding powers of procuration shall, in the absence of their principals, be eligible to serve as members of the Committee.

Tenth.....Two members of a firm, or representatives of a bank, shall not serve on the Committee at the same time.

Eleventh.....That the Committee shall meet for the purpose of transacting such business as may come within the province of the Chamber at such times as may suit their convenience, and that the record of their proceedings be open to the inspection of members, subject to such regulations as the Committee may deem expedient.

Twelfth....That all proceedings of the Committee be subject to approval or otherwise of General Meetings, duly convened.

Thirteenth....That a half-yearly report of the proceedings of the Committee be prepared, printed, and circulated for information of members three days previous to the General Meeting at which such report and proceedings of the Committee shall be submitted for approval.

Fourteenth....That the Secretary shall be elected by the Committee; such election to be subject to confirmation at the next ensuing General Meeting.

Fifteenth....That General Meetings of the Chamber shall be held at such times as the

Committee may consider convenient for the despatch of business.

Sixteenth....That any number of members present shall be held to constitute a General Meeting, called in conformity with the Rules of the Chamber for the despatch of ordinary business.

Seventeenth....That on the requisition of any five members of the Chamber, the President, or, in his absence, the Vice-President, or Chairman of Committee, shall call a Special General Meeting, to be held within 15 days subsequent to receipt of such requisition.

Eighteenth....That every subscribing firm or bank shall be entitled to one vote only, and that the Chairman of Committee and Chairman of General Meetings and Special General Meetings shall have a casting vote in cases of equality of votes.

Nineteenth...That parties holding powers of procuration shall, in the absence of their principals, be entitled to vote.

Twentieth...That voting by proxy shall be allowed; provided proxies are in favour of members of the Chamber.

Twenty-first....That the Chamber reserves to itself the right of expelling any of its members;

such expulsion to be decided by the votes of three-fourths of members present, in person or by proxy, at any Special General Meeting of the Chamber convened for the consideration of such expulsion.

Twenty-second....That strangers visiting the Presidency may be admitted by the Committee as honorary members for a period not exceeding two months.

Twenty-third....That no change in the rules and regulations of the Chamber shall be made, except by the votes of a majority of the members of the Chamber, present in person or by proxy, at a Special General Meeting, to be held after previous notice of three months.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 18th June 1861,—with effect from 1st January 1862.

1.	On the sale, purchase, or shipment of Bullion, Gold Dust or Coin	1	per cent.
2.	On the purchase (when in funds) or sale of Indigo, Raw Silk, Silk Piece-Goods, Opium, Pearls, Precious Stones, or Jewellery	2½	,,
3.	On purchasing ditto when funds are provided by the Agent	5	,,
4.	On the sale or purchase of all other goods—the commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ...	5	,,
5.	On returns for Consignments if made in produce ...	2½	,,
6.	On returns of Consignments if in Bills, Bullion, or Treasure	1	,,
7.	On accepting Bills against Consignments ...	1	,,
8.	On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ...	2½	,,
9.	On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee	half com.	
10.	On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent. ...	2½	per cent.
11.	On ordering, or receiving and delivering goods, or superintending the fulfilment of contracts, or on the shipment of goods, where no other commission is derived	2½	

12. On guaranteeing Bills, Bonds, or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ per cent.
13. On *del-credere*, or guaranteeing the due realization of sales ... ... 2½ „
14. On the management of Estates for Executors or Administrators ... ... 2½ „
15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... ... 2½ „
16. On advertising as the Agents for Owners or Commanders of ships for Cabin passengers, on the amount of passage money, whether the same shall pass through the Agents' hands or not ... 2½ „
17. On procuring freight for a ship by a shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains, or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... 5 „
18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 „
19. On engaging troops for a ship to Great Britain or elsewhere, on the gross amount of passage money for rank and file ... ... 2½ „
20. On realising inward freight, inward troops, Emigrant, or Cabin passage money ... ... 2½ „
21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned, on the declared value of all such goods as may be re-shipped, and on the nett proceeds of all such goods as may be publicly sold ... 5 „

If Opium, Indigo, Raw Silk, or Silk Piece-Goods ... 2½ „
If Treasure, Precious Stones, or Jewellery ... 1 „

22.	On effecting Insurances, whether on lives or property	2½	per cent
23.	On settling Insurance claims, losses, and averages of all classes, and on procuring returns of premium	2½	„
24.	On drawing, purchasing, selling, or negotiating Bills of Exchange	1	„
25.	On debts or other claims when a process at law or arbitration is incurred in claiming them ...	2½	„
	Or, if recovered by such means	5	„
26.	On Bills of Exchange returned dishonored ...	1	„
27.	On collecting House Rent	2½	„
28.	On ship's Disbursements	2½	„
29.	On realising Bottomry Bonds, or negotiating any loan on *respondentia*	2½	„
30.	On granting Letters of Credit	1	„
31.	On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase, from one class to another	½	„
32.	On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value.	½	„
33.	On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged	½	„

☞ Brokerage when paid is to be separately charged.

J. F. RUTHERFOORD,
Secretary.

Tonnage Schedule and Measurement Rules for the Port of Calcutta.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in ditto	20	.....
Aniseed, in bags	8	.....
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Asafœtida, in bags and boxes	20	.....
Apparel, in boxes	.....	50
Bark, in bags	8	.....
Bees' Wax	20 gross.	
Barilla	20	.....
Betel-nut	20	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robins	8	.....
" boxes	.....	50
Cassia, in boxes	.....	50
" bags	12	.....
Castor Seed	15	.....
Chillies (dry), in bags	8	.....
China Root, in bags	11	.....
" boxes	.....	50
Chiretta	.....	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags	8	.....
" boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
" casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Copras, or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton	5 bales not exceeding	52
Cowries	20	.....
Cummin Seed	8	.....
" Black	8	.....
Cutch, in bags	18	.....

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Dates, wet	20	
„ dry	16	
Dholl	20	
Elephant's Teeth, in bulk	20	
Furniture		50
Garlic and Onions	12	
Ginger	16	
Gram	20	
Gums, in cases		50
Gunny Bags and Gunny Cloth		50 Not exceeding 2,240 lbs. gross.
Gunjah		50
Hemp	5 bales not exceeding	52
Hides, Buffalo or Cow, cured	14	
Hoofs, Horn Shavings and Tips	20	
Horns, Cow, Buffalo, or Deer	20	
India Rubber, in bags	16	
„ cases		50
Indigo		50
Iron	20	
Jute	5 bales not exceeding	52
Jute Cuttings	5 bales not exceeding	52
Lac Dye		50
Lard	20 gross.	
Linseed	20	
Mace		50
Machinery	20	
Metals	20	
Mathie Seed	18	
Myrabolams	16	
Molasses	2 puncheons or 4 hhds.	
Mother o'Pearl, in bags	20	
„ chests	20	
Munjeet		50
Mustard or Rape Seed	20	
Niger Seed	20	
Nutmegs, in cases or casks		50
Nux Vomica	16	
Oats	16	
Oil, in cases		50
„ casks	4 hhds. per chest.	
Opium		
Paddy	16	
Palmatine, in bags	16	
Peas	20	
Pepper, Long	12	
„ Black	14	
Planks and Deals		50

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Poppy Seed	20	.....
Putchuck	10	.....
Rags	.....	50
Raw Silk, in bales	10	.....
Rattans, for dunnage	20	.....
Red Wood, ditto	20	.....
Rhea	5 bales not exceeding	52
Rice	20	.....
Rope, in coils	.....	50
„ Lines and Twines, in bundles	16	.....
Rum, in casks	2 puncheons or 4 hhds.	
Safflower	.....	50
Sago, in cases	.....	50
Sal-ammoniac, in bags	20	.....
„ boxes	20 gross.	
Saltpetre	20	.....
Salt	20	.....
Sapan Wood, for dunnage	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
„ bags	16	.....
Senna	.....	50
Shells, rough, in bags	20	.....
Shell-lac, in cases	.....	50
„ bags	16	.....
Silk Chussum	.....	50
„ Waste	.....	50
Silk Piece-Goods	.....	50
Skins	14	.....
Soap, country, in cases	.....	50
„ bags	15	.....
„ bar	20	.....
Stick Lac, in cases	.....	50
„ bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20	.....
Talc	20	.....
Tamarinds, in cases or casks	20	.....
Tapioca	.....	50
Tea	.....	50
Teel Seed	20	.....
Timber, round	.....	40
„ squared	.....	50
Tincal	20	.....
Tobacco, in bales	16	.....
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat	20	.....
Wool	.....	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed are screwed in bales varying from 300 *to* 400 *lbs.*

Bengal Chamber of Commerce.

At a Special General Meeting of the Chamber, held on the 4th of October 1883, *the following Resolution was adopted:—*

"*That Rule* 1 *under the Chamber's Tonnage Schedule be altered as follows, in accordance with the Resolutions proposed and adopted by the mercantile community at their meeting on the* 3*rd July* 1883, *and in accordance with the notice issued by the Chamber of Commerce on the* 4*th July* 1883, *under Rule* 23 *of the Chamber*," viz.:—

1.—That where freight is payable by measurement, measurement be by sworn measurers, to be placed under the direction of the Bengal Chamber of Commerce.

2.—That measurement be taken at place of shipment, *i. e.*, exporting wharf, jetty or press-house where adjacent to place of shipment, at measuring Superintendent's discretion, but only whilst the bales are actually being removed in course of shipment.

3.—That such measurement be final.

4.—That in cases of shut-out cargo, or cargo transferred from one vessel to another, original measurements to hold good.

5.—But that any cargo re-landed be re-measured.

6.—That measurement be taken at the largest part of the bale, inside the lashing on the one side, and outside on the other.

7.—That the measurement of jute shipped without measurement shall be entirely at shipper's risk, and that measurement be a matter of special arrangement between the shippers and ship. Further, that all expenses connected with the measurement thereof be payable by the shippers.

8.—That all cotton and other baled cargo arriving at the East Indian Railway Company's terminus at Howrah for shipment direct by boat be measured by the sworn measurers in the Railway Company's sheds, while being removed in actual course of shipment.

9.—That all baled cargo passed at, or exported from, any of the press-houses to which a sworn measurer may be attached, be treated in the manner as jute, and as provided for in the 2nd resolution.

10.—That gunny bales packed at, or exported from, mills within the limits of the port be also measured as described in the 2nd resolution.

11.—That gunny bales or other cargo exported by boat direct from outside the limits of the port, be measured by the sworn measurers on the deck of the ship or alongside, but it shall be optional with outside mills and press-houses to make arrangements with the Managing Committee, on such terms as may be mutually agreed on, for the attendance of sworn measurers, at their ordinary shipping wharves for measurement in accordance with Rule 2.

12.—That all baled, cased, or other cargo, not provided for in any of the foregoing resolutions, and which at present is measured on this side, under any of the tonnage schedules now in use in the port, or which may require to be measured on this side by a special arrangement made between shippers and ship, that all such cargo be measured on the Custom House wharf (if for export by boat) or in the jetty sheds (if for shipment through the jetties) by the sworn measurers.

13.—That for the present the sworn measurers to be appointed to carry out this scheme be placed under the direction of a representative Committee to be nominated by the Committee of the Chamber of Commerce.

14.—That the charge for measurement be defrayed by the ship.

15.—That goods in casks or cases be calculated at gross weight when paying freight by weight.

At a Special General Meeting of the Chamber, held on the 29*th November* 1883, *it was resolved—*

That for Gunny Bags and Gunny Cloth the ton shall be 50 cubic feet, not exceeding 2,240 lbs. "*gross*."

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*":—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas and all Metals.

J. F. RUTHERFOORD,
Secretary.

1st January 1884.

Forms of Bill of Lading and Boat Note as adopted at a General Meeting of the Chamber of Commerce, on the 17th January 1880.

Shipped in good order and well-conditioned,

by_____

in and upon the good Ship or Vessel called the _____

whereof is Master for this present Voyage_____

and now lying in the Port of Calcutta and bound for_____

_____

being marked and numbered as in the margin, and to be delivered, in the like good order and well-conditioned, at the aforesaid Port of_____

(The Act of God, the Queen's Enemies, fire, and all and every other dangers and accidents of the Seas, Rivers, and Navigation of whatever nature and kind soever excepted)

unto_____

or to_____ Assigns, Freight for the said Goods being payable as customary_____

_____

_____

with Average accustomed. In Witness whereof, the Master or Agents of the said Ship hath affirmed to____ Bills of Lading, all of this tenor and date, one of which being accomplished, the others to stand void.

Dated in CALCUTTA, this_____ day of_____ 18 .

Weight and Contents unknown.

No.....

Calcutta,.....18.....

To

THE COMMANDING OFFICER OF THE

Ship.....

SIR,

Please receive on board the undernoted Goods from Messrs.....

and grant a clean receipt for the same.

N.B.—This cargo is only shipped on the special understanding that the Chief Officer will sign for all counter or quality marks and numbers, and the Bales or Packages are not to be taken on board except on these terms, and also when a Sircar is in attendance to check the tally.

In case of any dispute, the Shippers request prompt information in writing from one of the Officers of the ship.

Marks and Numbers.	Number of Packages.	Description of Goods	

No. .....

Calcutta, ... 18 .....

Received on board the ship ..... in good order and condition, the undermentioned Goods from Messrs. .....

.....

N.B.—The Chief Officer is requested not to take in any package unless he is prepared to sign for all the qualifying marks and numbers.
All packages in bad order must be returned.

Marks and Numbers.	Number of Packages	Description of Goods.	

Arrived alongside .....

Discharged .....

Returned .....

Remarks .....

(Signature) .....

Chief Officer.

Ship .....

Moorings .....

CONVERSION OF STERLING FREIGHT INTO INDIAN CURRENCY.

The following Resolutions were adopted at a General Meeting of the Chamber, held on the 17th January 1882.

"That the Resolutions adopted, 31st May 1876, respecting "conversion into Indian currency of sterling freight "and commission thereon be hereby rescinded, and "that the following Resolutions be substituted in "their stead, with immediate effect, *viz* :—

1. "That, in the absence of any stipulation to the "contrary, sterling freight payable in Calcutta, in- "cluding differences of freight adjusted in Calcutta, "and all commissions on sterling freight made pay- "able at Calcutta or there brought into account, "shall be reduced into Indian money at the rate of "exchange for Bank Bills on London on demand "which shall have been current on the mail-day "next preceding the day when the amount to be "dealt with shall be ascertained.

2. "That, in the absence of anything to the contrary ex- "pressed, the words 'current rate of exchange' shall "be held to mean the rate current for Bank Bills on "London payable on demand.

3. "That, for the purpose of charging commission or "adjusting differences, freight expressed in dollars "(American) shall be converted into sterling at a "uniform rate of fifty pence per dollar."

CALCUTTA:
Printed by Thos. S. Smith, City Press, 12 Bentinck Street.

Digestive System.	424	Sloughing sore throat	...	..		2	2	1	1	...	...		...	..		...	2	..	...	...
	449	Gastritis	..		4	363	367	344	21	1		1	..		2		2		...	...
	451	Hæmatemesis	...	...		7	7	6	...	1	..		...		4		4	1	2	
	460	Dyspepsia	..		104	10,886	10,990	10,347	530	2	111	1	63		64		56	5	..	3
	461	Gastrodynia	...	..		123	123	119	3	..	1	...	3		3		3	...	...	...
	462	Pyrosis	..	...		2	2	1	1	..	...	...	1		1		1	..	..	...
	463	Vomiting	...	..		22	22	21	1	...	...	...	6		6		6	...	...	...
	464	Enteritis	...	..		3	3	3	..	..	...	1	1		2		..	...	2	...
	466	Dysentery	...		71	6,934	7,005	6,501	360	35	109	20	590		610		367	14	212	17
	471	Fistula	--	..		2	2	2	...	..	...	...	..		...		..	...	..	...
	473	Melœna	--	..		4	4	...	4	...	...	...	...		..		..	...	..	...
	476	Obstruction of Bowels	..	..		...	..	...	...	..	..	...	4		4		1	2	1	..
	478	Intussusception	..	...		1	1	..	...	1	..	...								..
	480	Hernia	..		3	48	51	36	13	..	2	...	10		10		5	5	...	...
	483	Malformations	..	..		21	21	21	...	...	...	...	1		1		1	...	...	...
	483- 1	Ascari Lumbricoides	..		11	2,728	2,739	2,629	89	..	21	..	3		3		3	...	...	...
	483-13	Tœnia Solium	..		3	365	368	298	46	...	24	..	30		30		25	...	5	...
	484	Diarrhœa	--		61	7,779	7,840	7,321	392	28	99	9	368		377		223	5	140	9
	486	Colic	..		24	3,385	3,409	3,322	60	4	23	1	173		174		151	2	17	4
	487	Constipation	..		70	17,051	17,121	16,897	167	2	55	...	36		36		35	..	1	...
	490	Fistula in ano	...	..		4	4	4	..	...	...	..	1		1		1	..	...	..
	491	Hœmorrhoids	..		1	341	342	306	32	1	3	...	5		5		5	...	...	..
	501	Hepatitis	...		8	274	282	238	33	3	8	2	15		17		14	1	1	1
	504	Congestion of liver	..	..		8	8	6	...	2	...	..	...		...		..	..	..	...
	513	Jaundice	...		10	501	511	412	79	4	16	1	35		36		30	3	1	2
	524	Splenitis	..		97	2,571	2,668	2,042	538	3	85	8	106		114		82	12	8	12
	528	Hypertrophy	..	...		37	37	26	11	...	..	..	17		17		12	1	4	..
	531	Peritonitis	...	..		2	2	1	..	1	..	..	...		..		..	...	...	...
	532	Ascites	...		1	37	38	27	9	2	..	2	14		16		8	3	5	..
		Diseases of the mouth	...		16	1,533	1,549	1,448	81	2	18	...	19		19		12	2	3	2
		Diseases of teeth and gum.			28	4,199	4,227	4,054	143	...	30	...	6		6		6	..	...	..
		Do. of tongue	..		1	13	14	14	...	...	..	...	..		..		...	...	...	...
		Do. of fauces	...	...		551	551	503	40	...	8	1	5		6		4	1	1	...
		Do. of rectum & anus.			11	799	810	671	121	...	18	3	17		20		19	...	1	..
Urinary System.	551	Calculus in the ureter	..	...		6	6	6	...	...	...	..	...		...		..	..	..	...
	553	Hæmaturia renalis	...		1	16	17	17	...	..	...	...	1		1		1	..	..	..
	555	Diuresis	..	...		1	1	1	...	..	...	...	..		...		..	...	...	..
	570	Calculus	...		1	46	47	32	13	...	2	8	72		80		60	6	6	8
	577	Retention of Urine	...	...		28	28	27	...	..	1	..	6		6		5	...	1	..
	580	Abscess	....	...		..	..	...	...	....	...	..	1		1		1	....	..	...

V 2.—(*Continued.*)

	Distinguishing Number.	DISEASES.	Out-patients.							In-patients.						
			Remaining from previous year.	New cases treated during the year.	Total treated	Results.				Remaining from previous year.	New cases admitted during the year.	Total treated.	Results.			
						Cured or relieved.	Absented or unknown.	Known to have died.	Remaining under treatment.				Cured or relieved.	Unknown.	Died.	Remaining under treatment.
GENERATIVE SYSTEM. URINARY SYSTEM.—(*Contd.*)	585	Gonorrhœa ...	91	3,844	3,935	3,516	344	22	53	2	62	64	57	4	..	3
	587	Phimosis ..	4	124	128	118	9	...	1	..	35	35	29	3	...	3
	588	Paraphimosis ...	1	24	25	24	1	...	...	1	1	2	1	..	...	1
	589	Bubo ...	29	1,161	1,190	1,105	73	...	12	1	47	48	43	2	2	1
	591	Epididymitis ..	...	6	6	5	1	...	..	...	3	3	3	...	..	...
	593	Condyloma ..	...	...	...	...	...	...	...	...	1	1	1	...	...	..
	594	Gleet ..	1	3	4	3	1	...	...	...	..	...	...	...	..	...
	596	Stricture of Urethra ..	10	306	316	285	19	1	11	5	41	46	43	...	2	1
	599	Urinary fistula ...	..	2	2	...	2	...	...	...	3	3	3	...	...	..
	601	Extravasation of urine ...	...	1	1	1	...	...	..	...	1	1	1	...	...	..
		Diseases of the kidney ..	3	127	130	111	13	2	4	..	7	7	6	..	1	...
		Do. of the bladder ..	4	294	298	219	72	1	6	...	19	19	16	...	2	1
	602	Inflammation ..	..	1	1	...	1	...	...	...	...	...	...	..	...	...
	608	Sloughing of scrotum ..	...	1	1	1	...	...	...	...	..	...	...	...	...	...
	609	Œdema of scrotum ..	...	1	1	1	...	...	...	..	...	...	...	..	...	...
	610	Elephantiasis scroti ..	...	21	21	16	5	...	...	...	3	3	2	1	...	..
	617	Hydrocele ..	1	210	211	209	6	5	...	..	15	15	13	2	1	...
	618	Hœmatocele ..	...	3	3	3	...	...	...	...	2	2	2	...	...	...
	620	Orchitis ..	7	723	730	680	47	...	3	1	27	28	24	3	...	1
	622	Fungus testis ..	...	1	1	1	...	...	...	...	...	...	...	..	...	...
	627	Spermatorrhœa ...	2	189	191	171	16	..	4	..	1	1	..	..	...	1
	628	Impotence ..	...	40	40	31	9	..	...	...	3	3	2	1	..	..

GENERATIVE SYSTEM, FEMALE ORGANS.	634	Hypertrophy ...	...	6	6	5	..	...	1	..	2	2	2	..	..	...
	650—B.	Cellulitis ..	..	..	...	..	...	...	..	..	1	1	...	...	..	1
	654	Diseases of the uterus ..	1	126	127	113	12	2	..	..	8	8	5	...	1	2
	670	Leucorrhœa ..	...	5	5	4	...	...	1	1	2	3	2	1	..	...
	687	Imperforate hymen ..	1	...	1	1	..	..	..	...	..	...	..	...	...	...
	690	Amenorrhœa ..	...	4	4	4	...	..	..	..	..	..	...	...	...	...
	693	Dysmenorrhœa ..	...	34	34	32	..	..	2	..	..	...	...	...	...	...
	694	Menorrhagia ..	...	12	12	12	..	..	...	...	3	3	2	1	...	...
		Diseases of the ovary ..	2	5	7	4	2	...	1	...	1	1	1	...	...	...
		„ of vagina and vulva ..	6	81	87	66	16	2	3	4	7	11	10	1	..	...
		„ of function ..	...	81	81	69	11	..	1	...	..	...	...	—	..	...
AFFECTIONS CONNECTED WITH PREGNANCY.	698	Hysteralgia ..	...	...	...	...	..	...	...	..	1	1	1	...	...	..
	703	Abortion ..	...	..	...	...	...	...	..	...	2	2	2	..	...	...
	704	Premature labor ..	...	13	13	9	...	4	...	..	2	2	2	...	...	..
		Dysuria ..	...	4	4	4	..	..	...	...	1	1	1	..	...	...
AFFECTIONS CONNECTED WITH OR CONSEQUENT ON PARTURITION.	708—P.	Diminutive pelvis ..	..	1	1	...	..	1	..	..	..	...	..	..	...	...
	708—W	Malformation of the fœtus.	...	3	3	1	1	1	..	...	6	6	2	..	3	1
	711	Rupture of vagina ...	..	...	...	...	..	..	..	..	1	1	1	...	...	...
	719—A.	Metritis ..	...	5	5	2	3	...	..	..	2	2	2	..	...	...
	728	Sudden death after child-birth ...	..	1	1	...	...	1	..	...	...	...	...	..	...	...
	729	Diseases of the heart ..	...	30	30	27	2	1	..	...	4	4	3	1	...	..
	733	Deficiency of milk ..	..	1	1	1	...	...	..	..	...	..	...	...	...	...
		Affections connected with parturition ..	...	2	2	2	..	...	..	..	3	3	2	1	..	...
ORGANS OF LOCOMOTION.	755	Ostitis ..	7	226	233	220	10	..	3	2	15	17	16	...	1	...
	759	Caries ..	6	190	196	174	18	..	4	...	11	11	4	3	1	3
	760	Necrosis ...	2	49	51	34	15	..	2	1	11	12	11	..	...	1
	788	Curvature of spine ..	...	1	1	...	1	..	..	..	...	..	...	...	...	...
	817	Ganglion ..	..	457	457	451	2	1	3	..	...	...	...	...	...	...
		Diseases of joints ..	4	261	265	201	56	...	8	4	11	15	9	3	...	3
		„ of tendons ..	...	52	52	39	12	...	1	2	9	11	8	...	1	2
		„ of Bursæ ..	..	4	4	4	..	..	..	..	...	...	..	...	...	..
CELLULAR TISSUE.	818	Inflammation ..	17	1,374	1,391	1,292	75	1	23	...	21	21	19	...	2	..
	819	Abscess ..	24	1,996	2,020	1,791	203	..	26	2	56	58	52	1	1	4
	825	Guinea-worm ..	2	342	344	265	78	...	1	..	33	33	31	2	..	...

V 2.—(*Continued.*)

Distinguishing Number.	DISEASES.	Out-patients.							In-patients.						
		Remaining from previous year.	New cases treated during the year.	Total treated.	In-patients.				Remaining from previous year.	New cases admitted during the year.	Total treated.	Results.			
					Cured or relieved.	Absented or unknown.	Known to have died.	Remaining under treatment.				Cured or relieved.	Unknown.	Died.	Remaining under treatment.
CUTANEOUS SYSTEM.															
830	Urtecaria	...	77	77	74	3	...	..	..	...	...	...	...	...	..
838	Psoriasis	2	184	186	169	13	...	4	...	3	3	...	2	1	..
840	Miliaria	...	13	13	13	...	..	...	..	2	2	...	2	...	..
841	Herpes	12	836	848	806	30	..	12	...	9	9	...	9	...	..
843	Eczema	....	122	122	112	..	...	10	...	...	...	...	...	...	...
859	Ulcer	464	33,133	33,597	30,431	2,800	8	358	71	696	767	610	44	52	61
861	Boil	71	6,861	6,932	6,386	449	7	90	3	75	78	73	2	...	3
862	Carbuncle	1	51	52	49	2	...	1	...	1	1	1	...	...	...
863	Onychia	..	62	62	62	...	...	...	...	...	..	...	...	...	...
865	Whitlow	26	1,591	1,617	1,490	99	...	28	1	21	22	19	3	...	...
866	Gangrene	....	...	...	...	..	...	...	...	1	1	...	1	...	...
869	Elephantiatis arabum	....	20	20	20	...	...	...	...	1	1	...	1	...	...
871	Tumours	1	18	19	15	3	...	1	...	..	..	...	...	...	...
877	Warts	..	12	12	11	..	...	1	..	..	...	...	...	...	...
889	Tenia Decalvans	7	206	213	207	3	...	3	..	5	5	5	...	...	...
893	Mycetoma	....	1	1	1	...	...	...	..	1	1	1	...	...	...
894	Scabies	35	4,222	4,257	3,957	246	1	53	1	25	26	23	...	3	...
900	Irritation by stinging insects	1	12	13	13	...	..	..	..	...	..	...	...	...	...
985	Dog-bites	...	1	1	1	...	..	...	..	...	...	..	..	..	..
	Diseases of the skin	174	10,762	10,936	9,366	1,411	1	158	3	54	57	52	3	1	1
	Parasitic diseases of skin	201	1321 1	13,412	11,997	1,224	..	191	6	53	59	49	4	1	5
	Total	2,450	208,675	211,125	194,236	14,234	220	2,435	198	3,909	4,107	3,057	272	583	195

	CLASS III.—Conditions not General or Local.														
902	Still born	..	1	1	1	...	..	..	..	...	...	..	...	..	..
903	Premature birth	..	13	13	13	...	...	..	..	1	1	1	...	..	..
904	Old age	..	4	4	1	1	2	...	...	1	1	1	...	..	...
905	Debility	..	30	1,570	1,600	1,375	164	6	55	11	196	207	103	3	74	27
	Total	..	30	1,588	1,618	1,390	165	8	55	11	198	209	105	3	74	27
	CLASS IV.—Poisons.														
906	Arsenic	..	..	5	5	4	...	1	...	..	4	4	3	...	1	..
907	Mercury	..	..	2	2	2	...	...	..	..	...	...	...	..	..	..
918	Ammonia	..	..	1	1	1	..	...	...	...	...	...	...	...	..	...
926	Opium	..	..	32	32	28	..	4	...	..	17	17	10	...	7	...
938	Alcohol	..	..	12	12	12	...	...	...	...	16	16	14	1	1	...
943	Stramonium	..	..	16	16	16	..	...	..	..	3	3	3	...	...	..
951	Tobacco	..	..	1	1	1	...	...	...	...	...	..	..	..	..	..
985	Poisoned wounds	..	4	1,250	1,254	1,215	17	10	12	...	37	37	34	1	2	...
	Total	..	4	1,319	1,323	1,279	17	15	12	...	77	77	64	2	11	..
	CLASS V.—Injuries.														
92	Burns and Scalds	..	16	1,215	1,231	1,112	90	9	20	2	55	57	34	6	15	2
94	Multiple Injury	..	..	...	...	...	..	...	...	...	1	1	..	...	1	...
95	Asphyxia	..	..	28	28	20	6	...	2	...	2	2	1	...	1	...
96	Privation	..	..	...	..	...	...	...	...	..	1	1	...	..	1	...
1,003	Concussion of the brain	..	..	1	1	1	...	...	..	...	3	3	...	1	1	1
1,014-15	Foreign bodies in ear & nose		1	248	249	246	2	...	1	...	3	3	3	...	..	...
1,078	Fissure of the Scrotum	..	..	1	1	1	..	...	..	..	..	..	...	..	...	...
	Contusions	..	41	3,143	3,184	2,960	178	2	44	3	186	189	168	8	5	8
	Wounds	..	12	1,594	1,606	1,475	105	2	24	20	375	395	334	16	45	..
	,, Gunshot	..	2	37	39	38	1	...	...	1	18	19	13	1	1	4
	Sprains	..	17	1,441	1,458	1,375	70	1	12	1	36	37	31	2	4	..
	Fractures	..	13	348	361	308	41	3	9	10	150	160	120	16	17	7
	Dislocations	..	5	264	269	248	16	...	5	...	12	12	11	..	..	1

29 7 75 30 4/0

V 2.—(*Continued*).

Distinguishing	DISEASES.	Out-patients.							In-patients.						
		Remaining from previous year.	New cases treated during the year.	Total treated.	Results.				Remaining from previous year.	New cases admitted during the year.	Total treated.	Results.			
					Cured or relieved.	Absented or unknown.	Known to have died.	Remaining under treatment.				Cured or relieved.	Unknown.	Died.	Remaining under treatment.
AL IN- RIES (*contd.*)	Rape ..	...	...	...	...	..	...	...	...	2	2	2	..	...	..
	Supernumerary thumb ..	...	1	1	1	..	..	..	..	...	...	..	..	...	..
	Amputation through knee joint ..	...	...	..	..	...	...	...	..	1	1	1	..	..	..
	Cut throat ..	...	1	1	..	...	1	..	...	...	...	...	..	..	...
	Observation.	...	...	..	...	..	...	..	...		1	1	...	...	...
	Total ..	107	8,322	8,429	7,785	509	18	117	35	787	822	684	44	73	21
	Grand Total ..	3,899	330,218	334,117	307,418	22,215	432	4,052	395	9,163	9,558	7,659	416	1,073	410

V. 2—(*Continued.*)

Gneral Summary for the year 1874.

CLASSES.	Out-patients.									In-patients.														
	Number remaining from previous year.			New cases treated.			Ascertained deaths.			Number remaining from previous year.			New cases treated.			Cured or relieved.			Unknown.			Died.		
	Male.	Female.	Children.	Male.	Female.	Children.	Male.	Female.	Children.	Male.	Female.	Children.	Male.	Female.	Children.	Male.	Female.	Children.	Male.	Female.	Children.	Male.	Female.	Children.
Europeans ...	5	3	2	343	98	110	2	...	1	...	...	...	19	...	...	15	...	...	1	...	...	...	...	...
Eufasians ...	35	13	19	933	534	726	...	...	3	4	...	...	56	14	7	50	11	5	3	...	...	4	...	2
Mussulmans ...	482	169	143	52,483	15,750	18,565	46	14	25	68	22	9	1,698	612	113	1,509	442	93	47	21	3	197	63	8
Hindus ...	1,631	437	353	142,455	35,323	38,794	174	59	73	196	41	24	4,557	971	218	3,936	714	176	225	73	13	588	114	17
Other castes or classes ...	359	171	72	13,309	5,179	5,566	16	13	6	20	10	1	563	281	54	507	158	43	20	9	1	56	20	4
Total ...	2,512	793	594	209,523	56,934	63,761	238	86	108	288	73	34	6,8 3	1,878	392	6,017	1,325	317	296	103	17	845	197	31

Daily average attendance of Out-Patients:—

Male	...	...	2117·84
Female	...	...	629·31
Children	...	...	685·65
	Total	...	3432·80
Kamthi Dispensary	do.	...	189·50

Daily average attendance of In-Patients:—

Male	...	...	321·74
Female	...	...	76·86
Children	...	...	25·32
	Total	...	423·92
Kamthi Dispensary	do	...	14·75

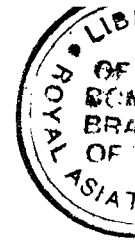
V, 3—*STATEMENT showing particulars of Vaccination in each Circle of*

1	2		3		4		5	6					
								Primary					
								A		B.			
								Sex.		Caste.			
Districts.	Number of Native Superintendents of Vaccination. 1874-75.	1873-74.	Number of Vaccinators. 1874-75.	1873-74.	Total number of persons vaccinated. 1874-75.	1873-74.	Population of area included in last column.	Males.	Females.	Christians.	Hindus.	Mohammadans.	Other castes.
Saugor ...	1	..	6	3	10,782	5,234	405,396	6,314	4,233	2	8,907	1,638	...
Damoh ...	1	..	4	2	1,344	809	55,261	621	713	3	1,113	82	140
Jubbulpore ...	1	...	6	6	8,559	7,837	283,169	4,665	3,629	33	6,726	735	800
Narsinghpur ...	1	...	8	4	6,369	2,147	157,240	3,113	3,256	5	5,036	257	1,071
Hoshangabad ...	1	..	4	4	8,027	3,745	188,355	4,032	3,990	5	6,037	321	1,659
Nimar ...	1	..	2	3	3,295	5,199	143,546	1,642	1,647	7	2,197	331	754
Mandla ...	..	...	3	1	1,360	1,216	18,731	773	582	20	927	69	339
Betul ...	1	1	10	10	15,266	13,823	239,922	7,970	7,296	....	13,395	133	1,738
Chhindwara ...	1	1	10	10	19,040	12,240	265,191	9,109	8,402	4	8,263	320	8,
Seoni ...	1	1	10	10	15,279	15,187	286,576	7,970	7,290	14	12,473	428	2,345
Balaghat ...	1	...	4	4	2,260	1,976	108,532	1,103	1,150	1	1,734	22	496
Bhandara ...	1	1	12	10	13,535	10,019	518,289	6,723	6,812	...	8,943	206	4,386
Nagpur ...	1	1	14	10	12,285	6,447	533,690	6,233	6,052	3	10,726	337	1,219
Wardha ...	1	..	4	3	4,728	1,726	266,389	2,395	2,333	11	3,644	126	947
Chanda ...	1	...	4	4	6,210	6,072	185,917	3,193	3,017	9	5,837	107	257
Upper Godavari ...	...	...	...	...	538	1,066	24,425	321	217	4	82	14	438
Raipur ...	1	1	6	6	12,648	10,152	629,219	7,319	5,329	17	10,660	243	1,728
Bilaspur ...	1	...	16	4	19,789	3,287	516,722	10,191	9,598	...	10,519	142	9,128
Sambalpur ...	...	...	5	3	18,348	13,993	523,034	7,883	9,773	...	11,168	32	6,456
Total ...	16	6	128	97	179,65[illegible]	121,327	5,849,604	91,574	85,319	138	128,387	5,543	42,825

Vaccination.						7 Re-vaccinations.				8		9
C.					D.	A.	B.	C.	D.	Percentage of successful cases excluding those 'unknown' from the total.		
Age.		Result.										
Under 1 year.	Above 1 year.	Successful.	Unsuccessful, including those "Doubtful."	Unknown.	Total.	Successful.	Unsuccessful, including those "Doubtful."	Unknown.	Total.	In primary vaccination.	In secondary vaccination.	Average number of persons vaccinated by each Vaccinator.
3,264	7,283	7,452	2,651	444	10,547	191	44	...	235	73·76	81·27	1797·00
247	1,091	770	486	82	1,338	2	4	...	6	61·30	33·33	336·00
2,123	6,171	7,576	621	97	8,294	124	92	49	265	92·46	57·40	1426·50
1,066	5,303	3,980	1,102	1,287	6,369	...	...	...	...	78·31	...	796·12
5,544	2,478	7,572	436	14	8,022	3	2	...	5	94·55	60·00	2007·00
1,321	1,968	2,893	312	84	3,289	6	...	...	6	90·26	100·00	1647·50
67	1,288	975	310	70	1,355	5	...	...	5	75·87	100·00	453·33
8,039	7,227	14,429	395	442	15,266	...	...	...	...	97·33	...	1526·60
11,548	5,963	17,183	247	81	17,511	1,119	358	52	1,529	98·58	75·76	1904·00
5,619	9,641	14,031	629	600	15,260	8	2	...	10	95·70	80·00	1527·00
444	1,809	1,877	343	33	2,253	5	2	...	7	84·55	71·43	565·00
3,961	9,574	12,133	1,146	256	13,535	...	...	...	...	91·37	...	1128·00
5,830	6,455	10,990	1,080	215	12,285	...	...	...	...	91·05	...	877·50
904	3,824	4,021	520	187	4,728	...	...	...	...	88·76	...	1152·00
1,163	5,047	5,197	609	413	6,210	...	...	...	...	89·64	...	1552·50
42	496	428	110	...	538	...	...	...	...	79·55	...	...
2,980	9,668	10,906	1,397	345	12,648	...	...	...	...	88·64	...	2108·00
1,828	17,961	19,327	346	116	19,789	...	...	...	...	98·24	...	1236·81
6,094	11,562	16,964	688	4	17,656	615	77	...	692	96·10	88·87	3669·60
62,084	114,809	158,704	13,419	4,770	176,893	2,078	581	101	2,760	92·26	78·15	1493·53

V 4.—*STATEMENT showing the expenditure of Vaccine Department in each circle of superintendence in the Central Provinces, during the year* 1874-75.

	1			2			3	4	5		
	Sanctioned.			Expended.			Total Number vaccinated.	Percentage of successful cases excluding those "unknown," from the total.	Cost of each successful case.		
	Rs.	a.	p.	Rs.	a.	p.			R.	a.	p.
1 Deputy Superintendent	960	0	0	960	0	0	...	...	...	...	...
2 Native Superintendents at Rs. 30 per mensem.	720	0	0	608	6	9	...	...	...	...	...
13 ,, at Rs. 25 ,,	3,900	0	0	1,793	10	1	...	...	...	...	...
32 1st Class Vaccinators at Rs. 15 ,,	4,469	0	0	3,987	0	0	56,119	92·93	0	1	3
39 2nd Class ,, at Rs. 12 ,,	4,348	3	2	3,442	2	6	54,338	91·74	0	1	1¼
57 3rd Class ,, at Rs. 10 ,,	5,274	12	4	4,048	15	3	60,196	91·40	0	1	0¾
Peons	594	1	10	412	15	11	...	...	...	...	...
Travelling allowance to Medical Officers ...	5,350	0	0	2,919	12	0	...	...	...	...	...
Carriage of tents	949	13	1	884	13	1	...	...	...	...	...
Other Contingencies	163	6	3	81	10	9	...	...	...	...	...
Total ...	26,669	4	8	19,139	7	1	179,653	91·99	0	1	10¾



REPORT

OF

THE COMMITTEE

OF THE

BENGAL CHAMBER OF COMMERCE,

From 1st January 1885 to 30th April 1886.

CALCUTTA:
PRINTED BY THOMAS S. SMITH, CITY PRESS,
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1886.

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Proceedings of a General Meeting of the Bengal Chamber of Commerce, held on Wednesday the 26th May 1886.

The Annual General Meeting of the Members of the Bengal Chamber of Commerce, was held at the rooms of the Chamber, 102 Clive Street, on Wednesday the 26th May, instant, at noon, the Hon'ble D. Cruickshank, President of the Chamber, in the Chair.

The Secretary having read the advertisement convening the meeting, the President, in opening the proceedings, spoke as follows:—

GENTLEMEN.—The last General Meeting of Members of the Chamber took place on the 28th February 1885, having been held earlier than usual, in consequence of the retirement and departure for Europe of our former Secretary, Mr. Wood. The Report now presented, and which it falls to me to ask you to receive and adopt, covers therefore a period of 16 months—from 1st January 1885 to 30th April 1886. The various matters which have engaged the attention of the Committee are referred to fully in the Report, and I need only trouble you with some remarks regarding the more important of these.

The subject of railway extension has continued to receive attention. It will be seen that on the 4th February 1885, a letter was addressed to the Associated and other Chambers of Commerce of the United Kingdom, asking their aid, in view of the Parliamentary election, in impressing

upon candidates for commercial constituencies, the great importance of the further development of India, and the large increase in trade which might be expected to result from the extension of railways. The line that concerns us most at present is the Nagpur-Bengal, which Mr. Keswick, the late President of the Chamber, mentioned at the last annual meeting, was then in progress. In consequence, however, of the prospect of complications with Russia, and the necessity for pushing on the military lines on the north-west frontier with all speed, the works on the Nagpur line were soon afterwards stopped, and have not yet, so far as we know, been resumed. The Committee addressed a letter to Government on the 2nd January last, urging strongly that the construction of this railway,—the early completion of which is of such great importance to the trade of Calcutta—should be undertaken at once, leaving the question of its transfer to a public Company to be settled hereafter. We are informed that the Committee's letter has been forwarded to the Secretary of State with whom the responsibility for the delay in resuming work on the line appears to rest. I understand that had the Conservative Government remained in office a few days longer, all arrangements for the construction of this Railway would have been carried through. It is to be hoped there is no truth in the rumours that advantage is being taken of the present delay, by certain advocates of the narrow gauge in the India Council, to press for a reconsideration of the question of the gauge to be

adopted. It is hardly conceivable that any one with pretensions to a knowledge of railway construction and traffic, can be found to favor a break of gauge on a trunk line running through a rich producing country, and connecting two such important ports as those of Calcutta and Bombay. The Chamber has always pressed upon Government the necessity for making the Nagpur Railway on the broad gauge throughout, and in this it had the strong support of Sir Ashley Eden when Lieutenant-Governor of Bengal, who held that "no cheapness in construction "can possibly be a set off against the delay, "inconvenience, and expense that will attend a "double break of gauge." In the Western Presidency, they have got successfully floated the scheme for the construction of the Bhopal-Jhansi, Gwalior-Cawnpore Railway, now known as the Indian Midland Company, a line which is expected to exercise a more extensive influence on the trade of Bombay, than any event in railway development since the establishment of through communication to Calcutta; and we, on this side of India, must continue to press for the early construction of the Nagpur line, the opening of which cannot fail to lead to a large increase in the trade of Calcutta. Another line which we should like to see constructed, is the extension of the Oudh and Rohilkund Railway from Benares, to join the Bengal-Nagpur, when the traffic of the two lines should be brought across the Hooghly by a bridge nearer to Calcutta than the one now being erected at Hooghly.

Sooner or later we are bound to have a second bridge nearer town, and it would have been well if the Government had recognised this when deciding against the direct route for the Bengal-Nagpur line recommended by the Chamber.

There are two other undertakings which must exercise an important influence on the trade of the port: the railway bridge at Hooghly, and the Kidderpore docks. The former has been in progress for some time, and is expected to be finished early next year. Work on the docks was commenced more than a year ago, but had afterwards to be stopped owing to the difficulty experienced in raising the necessary funds. Government having now undertaken to lend the amount required on terms agreed to by the Port Commissioners, arrangements for the construction of No. 1 Dock have been made, and it is hoped that it may be ready for use by the cold weather of 1889-90. The completion of the Bridge at Hooghly will give the East India Railway access to Calcutta, and the intention was that the Company should run over the Eastern Bengal line to Sealdah and Cossipore, an extension being made to connect the former station with the Docks. To accommodate the additional traffic, the line between Sealdah and Nyhatti has been doubled, but it is now stated that the East India Company wish either to have a line of their own from the Hooghly Bridge into Calcutta, or to obtain a control over the management of the Eastern Bengal Railway. This last proposition is one which would, no doubt, be strongly opposed

by the mercantile community. The East Indian Railway Company appears very ready to undertake increased duties and responsibilities, even to the extent of providing an agency to transact some of the general business of the Port, but it has not in the past shown itself so alive to the requirements of traffic, or so desirous of meeting the wishes of merchants, that we can approve of an arrangement which would practically give it the control of the whole railway borne trade of Calcutta. As to the Company having a line of its own from the Bridge at Hooghly, the question seems to be one of convenience and expense. If by means of an independent line, the transport and delivery of goods would be facilitated, and charges lessened, it would be an advantage to have it, but it is not apparent how a cheapening of carriage can be effected by an expenditure of 30 lacs or more on a line which has not been shown to be required. There have been complaints lately of great delay in the transport of grain, especially in the case of consignments coming from the Oudh and Rohilkund, and Bengal and North Western railways. The supply of wagons on these lines appears to be deficient, and there are no proper means of protecting the grain accumulated at the stations. The consequence is that shippers are put to great inconvenience owing to goods not arriving at the time expected, and by the frequent cases of damage to consignments from exposure to rain.

Another important adjunct to the conveniences of the port, the Petroleum Wharf and Depot at

Budge Budge, is now rapidly approaching completion. Several communications were addressed to the Government of Bengal during the past year on the subject of the delay in the construction of this much needed work. The delay is stated by Government to have arisen through the Port Commissioners being unable to raise in the local market, an unguaranteed loan of 30 lacs required for this and other special works. The difficulty as to funds has now been overcome, and it is expected that the depôt will be finished next month, and be available for the storage of oil from the 1st July.

Amongst other matters of interest referred to in the Report, will be found papers relating to the opening up of a trade with Thibet, the enhancement of fees on Jute Pressing Companies in the Suburbs, the constitution of the Port Trust, the incorrect stamping of Piece Goods, the Bankruptcy Bill, the Howrah Bridge tolls, and the working of the Small Cause Court. With regard to this last matter, it has been represented to the Committee, that the delays which now occur in the hearing of cases, entail serious loss and inconvenience to suitors, and militate greatly against the usefulness of the Court. There seems to be no doubt that the work is too heavy for the present staff of Judges, and in view of the large profit derived from the Court, and the additional business which may be expected to result from increased efficiency, there should be no hesitation in making such additions to the Bench as may be necessary to meet the requirements of the

public. I understand that the attention of the Judges of the High Court has been drawn to this matter, and we may hope that they will be able to recommend to Government measures which will relieve the present block of business, and ensure the disposal of suits with the least possible trouble and delay.

In the matter of the Howrah Bridge tolls, the Committee have opposed the proposal of the Port Commissioners to abolish the tolls on local traffic passing over the bridge. They adhered to the views expressed on previous occasions, and still entertained, it is understood, by the Members of the Chamber, that goods arriving at Howrah by rail, but which do not use the bridge, should first of all be exempted from the terminal charge still levied on all articles except coal. It is only fair that the traffic resorting to the bridge should pay for its up-keep, and in recommending the abolition of the tolls, the Port Commissioners appear to have been mainly influenced by the fact that the collection of these occasions some trouble and inconvenience. This, however, can hardly be accepted as a satisfactory reason for continuing to throw the burden of maintaining the bridge upon goods that do not use it.

The question of the incorrect stamping of piece goods was again before the Committee during the past year, and the action taken by them will be found detailed in the Report. It is to be regretted, I think, that the Manchester Chamber did not see its way to take some action on the representations made to it, which

might have had the effect of checking this reprehensible practice. The evil might at once be stopped if manufacturers would refuse to mark goods with incorrect stamps of length ; but so long as some of them are prepared to do this it may be expected that persons will be found ready to avail themselves of the circumstance in order to try and obtain some temporary advantage over their rivals in business. On the other hand, buyers here of incorrectly stamped goods have their remedy against the sellers ; and if once deceived, it may be expected that they will avoid purchasing the same marks again, so that the evil tends to cure itself.

You will observe some correspondence in the Report relating to Burmah. The Committee readily responded to a request of the Rangoon Chamber of Commerce to support their appeal to Government, that steps might be taken to put a stop to the anarchy and misrule which prevailed in Upper Burmah, and which injuriously affected the peace and prosperity of the neighbouring British province. The action of King Thebaw in the matter of the dispute with the Bombay-Burmah Trading Company and discovery of negotiations for a treaty with the French Government which might have been expected to give the latter a paramount influence in Upper Burmah rendered further forbearance on the part of the Indian Government impossible. Fortunately we had in our present Viceroy, a statesman who was not afraid to act with vigor, and an expedition was despatched to Mandalay,

which, after a brief campaign, was captured and the King taken prisoner. The decision of the Government to annex the country has met with general approval, and when things have settled down, I have no doubt our new fellow-subjects will recognize and appreciate the change from the tyranny and oppression whch prevailed under King Thebaw, to the justice and security to life and property which will follow the establishment of British rule. The annexation of Upper Burmah may be expected to lead to a large increase of trade with the country itself, and when railway communication is eventually established with Western China, an immense outlet should be found there for the manufactures both of this country and of England. The question as to the route that such a railway should take, is one that can only be settled after careful and full enquiry, and while recognising the valuable services rendered by Messrs. Colquhoun and Hallett by their explorations in the Indo-Chinese peninsula, the Committee were unable, on the information at present available, to decide as to the merits of the various schemes put forward for opening up a trade with Western China.

Another subject appears in the present report which we should all, no doubt, have preferred not to see there. I refer to the Income Tax. A Bill for imposing a tax on incomes other than those derived from agriculture was introduced into the Legislative Council on the 4th of January, and passed on the 29th of the

same month. The haste with which the Bill was passed, and the course adopted in bringing forward the measure, unaccompanied by the usual Budget Statement, thus preventing any criticism on the latter in Council, gave rise to considerable comment and dissatisfaction. It is very desirable that the system should be adopted of submitting the Annual Budget statement to the Council so as to afford members an opportunity for discussing the financial arrangements and policy of the Government. The Committee of the Chamber while disagreeing with the views expressed by Sir Auckland Colvin, that the remissions of taxation in 1882 had been justified by results, recognized the necessity for additional sources of revenue in order to meet the outlay required for the defences on our North-west frontier. It is essential that the country should be placed in a position of security, that will inspire confidence within and respect abroad, and we shall not grudge the expense, so that this result is attained. Accepting the necessity for direct taxation, there does not seem to be much to which exception can be taken in the Bill as it now stands, although its practical working may disclose defects and ambiguities which will have to be rectified. The tax falls upon classes which, it is admitted, have not hitherto contributed their fair share to the revenues of the State, but it is bound to be very unpopular, and it will be necessary for Government to see that it is judiciously worked, and that proper precautions are taken to prevent oppression

and extortion on the part of the lower officers employed in the work of collection. The provisions of the measure should be interpreted liberally, and not enforced with the view to realize the uttermost farthing, or in the spirit in which the Collector of Chumparun appears to regard the Bill. This officer has discovered a difference between indigo grown by a planter on his zerat lands with his hired village labour, and that grown for him by ryots to whom he gives seed and advances for the purpose, and he has called for returns of profits on the latter, holding the same to be liable to income tax. The distinction sought to be drawn is so absurd, that it is impossible the Government can support the view taken by the Collector of Champarun; but any attempt, such as this, at straining the law, is not calculated to make the tax less unpopular.

The present income tax, which, I am afraid, may become permanent, is really the outcome of the remissions of taxation made in 1882, which the Finance Minister attempts to defend, but which are generally recognized as having been, to say the least, premature and unnecessary. Sir Auckland Colvin points to the surpluses of the following three years, averaging about £700,000, as justifying the measures adopted by Lord Ripon's Government. But how have these surpluses been obtained? By sacrificing the efficiency of the army and by the neglect of measures for the defence of the frontier, long recommended by the military advisers of Government; but the necessity for which was ig-

nored by those who tore up the Sibi railway and deliberately shut their eyes to the dangers to be apprehended from the rapid advance of Russia towards Afghanistan. I quite allow that it may not be desirable to re-impose the import duties, but they ought not to have been removed. The policy of abolishing these duties was questioned by the mercantile community at the time, and events have since shown that their apprehensions were fully justified.

The reduction in the salt duty has not realized the expectation that increased consumption at the lower duty would make up the loss of revenue incurred, and the last Budget Statement records a serious falling off during the past year in the "large and steadily progressive consumption" which was anticipated. The continued fall in exchange may probably necessitate the imposition of an increased rate of duty, as was foreshadowed in Major Baring's Budget Statement of 1882-83.

The subject of the fall in sterling exchange is prominently noticed in the Finance Minister's speech on the Income Tax Bill, and also in the Budget Statement. This matter is one which greatly concerns the mercantile community, as well as the Government, and a good deal of attention has been given to it of late, both in this country and in England. As regards the effects of the fall on the trade of this country, the idea generally entertained appears to be, that it has benefitted producers and helped materially to stimulate exports. In a memorandum on the existing relations between gold

and silver as affecting British Trade, prepared by Mr. Tidman, at the request of the London Chamber of Commerce, and published under the authority of The International Monetary Standard Association, the following passage occurs : " Cultivators of the soil obtain more " silver for their produce intended for export, " because thirteen rupees are now the exchange- " able equivalent of the sovereign, as against " ten rupees formerly. In other words, an ex- " port bounty, equal to the fall in the price of " silver, is being paid to the Indian as against the " Home producer." The same impression as to the effects of the fall in Exchange on articles exported from India would appear to prevail in other quarters at Home. With regard to opinions in this country, Mr. Keswick, the late President of the Chamber, has stated " that a low exchange " is the best thing for the commercial " development of the country." The Hon'ble R. Steel, in his speech in the Legislative Council on the subject of the Income-tax Bill, refers to the decline in the purchasing power of silver as enabling the Government to recoup itself one-half of the loss on Home charges by the higher prices obtained for opium. Again, the President of the Bombay Chamber of Commerce, in his address on the occasion of the annual meeting of the Chamber in January last, thus refers to the fall in exchange: "It is understood that, although the prices " of commodities in India fall with falling values in " Europe, that some part of the fall is safe to the pro- " ducer by the fall in exchange, and that he thereby

"gets a better price for his produce, his position "is improved, and his power to compete successful- "ly with producers in other countries enhanced;" and further, "It is recognised that the only "section of the community whose sufferings are "acute, are those ill-fated beings, who having "fixed incomes in India, have to remit regularly "a large portion to Europe." Now it may be somewhat bold on my part to challenge the absolute correctness of these views, but after some enquiry, and such attention as I have been able to give to the subject, I have failed to discover that the Indian producer receives thirteen rupees for his produce where he formerly only got ten, or, in fact, that he obtains any higher prices with exchange at 1*s.* 6*d.* than he did when it was at 2*s.* Taking wheat, the exports of which have so enormously increased during the last few years, I find, from some tables prepared by the Secretary of the Chamber showing the course of prices during a series of years past, that values here have not risen, as exchange declined—a result which might be expected if the producer really benefitted by the fall. On the contrary, the price of wheat in Calcutta last season with exchange at 1*s.* 7*d.* to 1*s.* $7\frac{5}{8}$*d.* was Rs. 2-3 to Rs. 2-10 per maund, while in 1877, the year in which exports began to increase largely with exchange at over 1*s.* 9*d.*, prices ranged from Rs. 3 to Rs. 3-6 per maund. Taking again the last five years, 1881 to 1885, during which the exports rose from about $7\frac{1}{2}$ millions of cwts. to 21 millions, and exchange ranged from 1*s.* $8\frac{1}{2}$*d.* to 1*s.* 7*d.* prices varied from Rs. 2-3 to Rs. 3-1 per md.,

the highest being in 1882, when exchange was also higher than in any of the other years During the same period, 1881 to 1885, the price of wheat in England fell from about 50*s.* to 32*s.* per quarter at which latter figure it now stands. In Calcutta with exchange at 1*s.* 5½*d.* the price at present is Rs. 2-9. The conclusion to which I am forced, therefore, is, that it is a mistake to suppose that by the fall in exchange, the grower of wheat in this country has obtained higher prices for his produce; and if the production has increased, as may be inferred from the increase in exports, the extension of cultivation cannot be ascribed to any rise in the value of the article.

At the same time there can be no doubt but that the fall in exchange has helped to maintain the price of wheat, in this country, in the face of the steady decline in the sterling value of the article—a decline which has already checked the imports of American wheat into England, and which threatens, if it continues, to stop them altogether. I believe, however, that the extension of railways cheaper carriage, and lower freights, have had more to do with the large increase in the exports of wheat from India than the fall in exchange, and as the railway is brought within the reach of fresh producing districts, we may expect to find exports increase still further, and that even if exchange rises considerably, Indian wheat will still be able to compete successfully with American in the English market.

I observed a statement in a recent Home paper that the Bi-metallic Association at Washington

had expressed the opinion that with silver at 60*d.* again, the export of wheat from India would be absolutely stopped, and the United States exports, which had fallen from 122 millions of bushels in 1879, to 75 millions in 1884, may be restored again both in price and volume. I do not agree with this opinion, as to the effect of a rise in exchange accompanied by a rise in sterling prices, on the exports of wheat from this country. A rise in the price of wheat in England might again enable the American article to be shipped to a profit, but Indian wheat could, if necessary, be laid down in Calcutta below current rates, which it is believed, give a considerable profit to the growers and to the several middlemen through whose hands the article passes, and in this case it could then be delivered in England at the present price, of 32*s.* per quarter, even with a material rise in Exchange. Any rise in the sterling price also would benefit Indian wheat as well as American. In considering, however, the question of the further possible development of the Indian wheat trade, there are two points on which it is very desirable that we should possess more information than we do—the actual cost at which the article can be produced, and the extent to which cultivation has increased during the past few years.

In Linseed also, another of our principal articles of export, no rise in price has been caused by the fall in exchange. During the five years, 1881 to 1885, the exports of linseed rose from about 6 millions of cwts.

to 9½ millions, prices ranging from Rs. 3-11-6 to Rs. 4-8 per maund. The price at present is Rs. 4-2; in May 1871, with exchange at 1-10¾*d.* it was Rs. 4-7; in May 1874, with exchange the same, it was Rs. 4-10; in May 1877 with exchange at 1*s.* 9½*d.*, it was Rs. 4-11, and in May 1880, with exchange at 1-8¼*d.*, the price was Rs. 4-7. The lowest point reached during the past fifteen years was in May 1876, when the price was Rs. 3-9-6, exchange being 1-8½*d.*, and the highest in June 1879, when, with a similar rate of exchange, the price was Rs. 5-2.

Again, with regard to indigo. This is an article the price of which depends so much upon the amount of the crop, that we cannot draw a fair comparison between any one season and another, but taking a standard mark of indigo, the quality of which has not varied materially for many years, and comparing the prices obtained for the same in the years 1863-64, to 1874-75, when exchange ranged from 2*s.* 3*d.* to 1*s.* 11*d.*, with those realized in the following years, 1875-76 to 1885-86, with exchange ranging from 1-11*d.* to 1-6½*d.* I find the average for the latter period to be less than that for the former, the difference, however, being only Rs. 4 per maund, or less than 2 per cent. An Indigo proprietor, therefore, getting no higher prices for his produce, with obligations to meet in sterling, and his property valued in gold, greatly depreciated, cannot be held to have benefitted by the fall in exchange.

In the case of tea, the cultivation of which has been largely extended during the past ten years, prices here show a considerable decline,—a too rapid increase in production having affected both the Rupee value and the sterling value of the article. Another article of export which has suffered in a similar way is Shellac.

Coming now to Opium, by means of which Mr. Steel considers that Government should be able to recoup itself for half the loss on Home charges, I find from a statement, furnished by the Board of Revenue, that this opinion is not borne out by results, the average yearly prices having only varied a little over 3 per cent. during the past ten years, except in 1879 when the price was somewhat below, and in 1880 and 1881 when it was somewhat above, the average.

The fact then, is, that while the Rupee values of articles exported have fluctuated to some extent, owing no doubt to varying seasons and other causes, no rise in these has taken place in consequence of the fall in exchange, and prices generally throughout the country have not so far been materially affected thereby.

So also in the case of imports, no general rise in the rupee prices of these has been caused by the fall in exchange. Many articles show a considerable decline in prices, and Manchester, which complains of its trade with silver-using countries, being injured by the fall in the value of that metal in relation to gold, still continues to send us cotton goods in undiminished quanti-

ties, disposing of the same at rates lower than those ruling 12 or 15 years ago, when exchange was much higher. The explanation of this is that the decline in the sterling price of raw cotton, following steadily upon the fall in exchange, greater economy in manufacture, and lower freights, enable the manufactured goods to be laid down in this country at a cost which admits of their being sold here at rates below those previously ruling. How long this will continue to be the case in view of the steady fall in exchange now going on, depends a great deal on the cost of producing cotton in America, and prices falling to a point beyond which it would not pay to grow it. Manchester also complains of the effects on its trade of the Indian cotton mills, and it is held that but for the fall in exchange, these would never have existed. I do not agree with this opinion. In a country which is a large producer of cotton as well as a large consumer of cotton goods, it was to be expected that sooner or later it would obtain the means for itself, of working up the raw material, and with the advantages referred to, added to cheap labor, Indian cotton manufactures will, I believe, compete successfully with those of Manchester in Eastern markets whether silver is at 45*d.* or 60*d.* per ounce. I have referred at so much length to the question of the effect of the fall of exchange on Indian trade, as if the views which I have expressed are correct, it seems desirable to endeavour to remove any erroneous ideas that prevail on the subject, and which may tend to pre-

vent the due consideration of measures that may be put forward with the view of arresting the continued fall in the value of silver in relation to gold. I am also anxious to elicit the opinions of those amongst you who are more intimately acquainted with the Export trade than myself, as I think it very desirable that we should obtain all the information possible on the subject. Whatever difference of opinion may exist as to the effect of a material rise in exchange upon the values of produce exported from this country—and in connection with this there arises the question, to what extent the present low range of prices for all commodities in England, is due to increased production, to new sources of supply, reduced cost of manufacture, and cheaper carriage, or to the appreciation of gold, a point on which opinions are not agreed—there can be no question, I think, as to the desirability of adopting any measures that may appear likely to prevent a further fall in the value of silver in relation to gold. Every drop in exchange entails a serious loss upon the Indian Government, and upon all who have sterling obligations to meet: it means additional taxation, and is prejudicial to the country by preventing the influx of capital so necessary for its development; while, as I have said before, producers receive no higher prices for their produce, and the benefit from the fall goes to the foreign consumers. We have learned that the Government has addressed a communication to the Secretary of State urging that England should take some

action, along with other Western nations, in regard to silver, and we look forward with interest to the publication of the correspondence, which, subject to the approval of the Government of India, has been promised by Lord Kimberley, in order to ascertain whether any practical scheme has been proposed for meeting the emergency. The Report of the Commission to enquire into the Causes of the Depression of Trade which is understood to be giving special attention to the silver question, will also be looked forward to with much interest. The advocates of bi-metallism have been very active of late in bringing their views before the public, and it may certainly be said, with regard to their proposals, as Mr. Gladstone said of his measures for the pacification of Ireland, that they "hold the field," but whether they will be more successful in winning general confidence and support, remains to be seen. Considerable doubt exists as to bi-metallism affording a satisfactory solution of the difficulty. An important point to be settled is the ratio to be adopted between silver and gold, and on this, opinions do not seem to be agreed. The ratio that appears to find most favour, and which will, no doubt, be pressed for by those interested in silver, is one of $15\frac{1}{2}$ to 1, but if this or any other ratio, not based on the ascertained cost of the production of silver, was adopted, it is not clear that there would be anything to prevent the withdrawal of the entire gold supply of England to silver producing countries, and countries holding large stocks of that

metal. India has been taking annually over four million pounds worth of gold, and during the past twenty-five years has absorbed about 100 millions of that metal, all of which may be said to have absolutely disappeared in the country. The decision as to the general adoption of bi-metallism practically rests with England, and apart from other considerations, we may rest assured, that in her position as a capitalist lending to all the world, with foreign and colonial loans and investments exceeding 1,000 millions sterling, which give an annual return of 50 millions, principal and interest being payable in gold, only very emergent circumstances will induce her to agree to measures which would give those to whom she has lent the option of re-paying in silver.

If the supply of gold is insufficient for the increasing requirements of the world, the natural remedy, as in the case of any other article which becomes scarce and dear, is to economize its use, but public opinion is not yet prepared to accept the proposals of the bi-metallists as affording the best or only means by which this may be done.

In view of the continued fall in exchange, suggestions have been made to stop the free coinage of silver, but I do not think the Government is likely to depart from the decision it came to in 1876, and which is recorded in an able minute, dated the 22nd September of that year, sent to the Chamber in reply to a communication addressed by it to Government on this subject. If interference

with the coinage was inadvisable ten years ago, it is still more so now. Any measure which would have the effect of raising sterling exchange, while still further depreciating silver in relation to gold would practically, in addition to other objections, have the effect of putting a duty on Indian Exports, and thus seriously burden these in their competition with the produce of other countries. The result in the case of Tea would probably be the ruin of the industry.

I have trespassed greatly upon your time in my remarks on the fall of exchange and its effects on our trade, but the importance of the subject, and the attention now so generally given to it, must be my excuse.

There is one other matter to which I wish to refer. You are aware that a Committee has been appointed by Government for the purpose of examining into expenditure and reporting what economies are practicable. This Committee has asked the Chamber to furnish them with any information it may possess tending to assist them in their researches, and a circular was addressed to members inviting suggestions on the subject. We are all interested in any measures for reducing expenditure. Every rupee saved represents so much less to be raised by taxation. I trust, therefore, that those members who possess information as to the working of Government Departments, in which reductions may appear to be practicable, will kindly place the same at the disposal of the Committee. 'A general impression

prevails that many Departments of Government are very much overgrown, and that the work in them could be quite as efficiently performed with fewer hands, but it is impossible, as a rule, for outsiders to say what reductions could be made with advantage. We may, however, be able to indicate subjects for enquiry to which the Committee might give their attention. I observe in the Government Resolution appointing the Committee, that their attention is specially directed to the Report of the Military Commission, and it will be of interest to the public to learn, why the recommendations of that Commission, which it was understood would effect a considerable reduction in military expenditure, have not been more fully carried out. Then, there is the system upon which Government stores are procured from England. The story told of a committee of officers finding in a consignment of medical stores, six small concave glasses, two inches in diameter, packed in a tin-lined case two feet square, the cost, charges and freight on which came to 30*s*, while the glasses themselves could have been bought in the bazaar here for four annas each, illustrates pretty well the idea generally entertained as to the way in which the Government of India is served by the officials of the India Office, in the matter of the purchase of stores in England. In the Resolution of Government appointing the Finance Committee, reference is made to a Report by Colonel Conway Gordon on the subject of Home Charges. The Committee of the Chamber applied for a copy of the Report, but were

informed that this could not be supplied, as the document was confidential.

There are the Custom House and Dockyard Departments. Is it necessary that these should continue to be maintained on their present scale? The dockyard is understood to be kept up chiefly in view of expeditions having to be despatched from Calcutta, but on the occasion of the recent expedition to Burmah, the troops and stores were shipped at the Port Commissioner's jetties, and the dockyard department had to call in the assistance of private firms for fitting up the vessels engaged as transports. The dockyard is believed to cost between 3 and 4 lacs per annum, and the question naturally arises, whether it is worth spending so much upon it, seeing that with the improvements in the port, it is found to be unnecessary, and also unequal to performing the work for which it is maintained.

Then there is the old grievance regarding the removal of the Government offices to the hills, and their location there for eight months of the year. It is rumoured that the Finance Committee will have to consider whether it would not be more economical to locate the departments under the Supreme Government permanently at Simla, heads of departments, with small staffs only, visiting the plains for a month or two in the cold season. Put in this way there can be hardly any doubt as to the decision of a Committee composed chiefly of Government officers, deeply imbued with official traditions and surrounded by the influences which exist

at Simla, where all—men, women and children—will favor residence in the hills regardless of any interests but their own. The political aspects of the question, and the effects on the administration, and on the country, of the withdrawal of the Government to a remote corner of the Empire, removed from all intercourse with the people, and surrounded by interests and influences altogether official, and where time appears to be chiefly devoted to social pleasures, may not be matters falling within the province of the Committee to consider; but the public expect that they will ascertain, and make known, what we have hitherto endeavoured in vain to discover, the actual expense incurred on the annual migrations of the Supreme and Provincial Governments to the hills, involving as they do, travelling expenses of Government servants and their families; allowances for house rent; extra salaries to clerks taken from their homes in the plains, to what is to them practically a foreign country; extra expense for double sets of offices and other buildings for the use of Government; extra cost of temporary establishments and military and police guards; and the loss arising from the time occupied in proceeding to, and returning from, the hills. The annual migration to Simla has been stated by the late Sir Henry Durand to involve a loss of two months out of the twelve in the transaction of ordinary current business, and has the further effect, in his opinion, of putting a strain on all concerned with the work of legislation, the main part of which has to be got through in Calcutta, "that is

"unfavourable to the satisfactory consideration "and execution of this very important part of "the functions of Government." Large sums have been expended on buildings at Simla and other hill stations, and now it is said this is to be put forward as a reason for making these places the head-quarters of the various Governments. But what, in this case, is to be done with the extensive offices and other property belonging to the Government of India in Calcutta? Will they be sold to recoup the expenditure on buildings at Simla? Government House and grounds from their situation would no doubt realize a considerable sum, and there is ample room on the *maidan* for the Viceroy's "flying camp" when he visits Calcutta for a month a two in the cold weather. The public, however, will not allow the head-quarters of the Supreme and Local Governments to be permanently located in the hills, or even a continance of the present annual migration without a strong protest. No one would object to our Viceroys, who are, as a rule, past middle age and unused to a warm climate, spending some time during the hot weather in the hills, but there is no reason why they should carry the Council and all the offices and departments under the Supreme Government with them, at a heavy expense to the country. So far as Members of Council, Secretaries and other officers are concerned, it is an outrage on common sense to allege that those, who have been acclimatised by several years' residence in the country, can only perform the work of certain offices in the

hills, when their contemporaries in the service are able to remain in the plains all the year round, and perform satisfactorily far more onerous duties.

Formerly it was customary for Governor-Generals to go on tour with a small staff only, but now every officer in charge of a department in a Government office considers it a grievance if he is not permitted to go to the hills. All salaries of European officials in this country are based upon a long term of exile in a uncongenial climate, but improved communications with Europe enable an officer, in addition to the usual furlough to which he is entitled, to take privilege leave for three months on full pay, once in every three years, and to spend six weeks of the time in England. If Members of Council, Secretaries, heads of departments and certain other officers are to have the privilege of spending the whole year in a climate superior to that of England—eight months in the hills and four in the plains—it is only right that their salaries should be cut down to the English standard.

I trust the public will let its voice be heard on this subject of migration to the hills, and not allow its silence to be interpreted as indifference, and turned to advantage by those who would perpetuate a system, which has become a scandal to the administration; which is an imposition on the tax-payer; which helps to accentuate the foreign character of British rule in India, and threatens to be a source of danger to the Empire.

I shall conclude with the following quotation from a Minute by the late Sir Henry Durand on the proper seat of government in India :

"It was not until England possessed herself "of Bengal that her progress to empire in "India was assured. From that time the issue "was certain. It has been with Calcutta, as the "head-quarters of the government, that British "India has attained its present territorial com- "pleteness. You must remember the inestimable "value to a maritime power, like England, "holding India on the tenure she does, of an "Indian capital, with proper precaution, almost "unassailable from the sea, yet in easy commu- "nication with it ; secure as the commercial "capital, not only of a rich province, but of the "great Gangetic plain ; and as a seat of govern- "ment, presenting the advantage of being in "the midst of a docile and industrious population, "requiring themselves, but a very moderate "force for the insurance of general tranquil- "ity, yet a province of incalculable value "as a military base. Such a capital cannot be "lightly thrown up, in deference to vague appre- "hensions as to its salubrity being inferior to "that of other parts of India, apprehensions to "which the residence of Lieutenant-Governors, "Judges of the High Court, Bishops, a large "body of European Officials, and a still larger "body of mercantile men, give a practical denial. "Natives from the Upper Provinces, nominated "to the Legislative Council, may, no doubt, be "reluctant to quit their own climates and homes,

"but in their case the expense of living in Cal-
"cutta has fully more to do with this reluctance
"than any real fear of the mild but beautiful
"cold season during which they attend in Cal-
"cutta. The fact is, that from its proximity to
"the sea, the climate of Calcutta is much less an
"extreme climate, on the score of heat, than the
"climates of Allahabad, Agra, Delhi, and Lahore.
"It is absolutely certain that to change the seat
"of government to any of these old capitals, or to
"any other site in the plains of India, would
"signally fail to remove the cause of migrations
"to the hills; it would intensify the desire to
"escape from the extreme of heat to a cool
"climate."

"It will be understood from what has preceded,
"that whilst I am of opinion that Calcutta must
"remain the seat of government, I am not in
"favor of fixing upon Simla as an alternative
"capital, nor of the annual migrations which such
"an arrangement involves. I think that the
"Governor General in Council should establish
"himself, from time to time, in such places and
"for such periods as the exigencies of the public
"service may render advisable, but that these
"temporary transfers of the seat of government
"should be regulated by other considerations
"than those of merely securing a cool climate;
"should, in fact, depend on great administrative
"and political reasons; and that purposes of good
"and effective government would be far better
"prosecuted by the Government of India re-
"maining for a year, or even two, if neces-

"sary, in one place, than by the constant "dislocations of business inseparable from system- "atic migrations to and from Simla; or, indeed, "to any other hill-station, from Calcutta. This "view, however, is essentially allied with the "fact that the Government of India has, in a "great measure, ceased to be a purely executive "government, and that its functions are mainly "those of exercising a general and an effec- "tual control over the subordinate governments "and administrations, and a direct and positive "control over the finances of India, and the "general legislation for this vast empire—a con- "dition that can hardly be said to be fulfilled "by its being half the year in Calcutta and half "the year at Simla.

"In reply to the first question, that put in "the 12th paragraph of the Secretary of State's "despatch, I should therefore say that accept- "ing the fact that no change can, or should at "present, be made in the site of the capital of "India, I am so far from recommending that "Bengal should be placed under a Government "similar to that of the Presidencies of Madras "and Bombay, that I should prefer seeing those "Presidencies made Lieutenant-Governorships, "and assimilated to the form of government "which seems best for Bengal. Their Native "armies are so reduced that they cease to be a "valid reason for either separate Commanders- "in-Chief or distinct Governments. The Civil "services would remain as they are, and there

"would be no radical change in any part of the "civil administration.

I commend these words of Sir Henry Durand to the careful consideration of the Finance Committee.

The President then moved that the Report, copies of which had been circulated to Members, be received and adopted.

Mr. Stevenson (of Graham & Co.) said :—You will, perhaps, pardon me if I take the liberty to ask your special attention to the letters which your Committee have recently addressed to the Government of Bengal regarding the appointment of mercantile members to the Calcutta Port Trust. They appear on pages 296, 297, and 298 of the report which our President has just submitted for your adoption. You will, no doubt, agree that the relationship which has existed between the Port Trust and this Chamber, as representing the mercantile community, has not been of the most satisfactory character. The local Government has hitherto religiously exercised the right which the Act gives it to appoint all the Commissioners, mercantile members included, and, in view of many of the appointments that have from time to time been made, it has appeared to myself, and to others similarly situated, that one of the chief qualifications for a mercantile Commissioner has been, to have no connection with, or dealings with, or sympathy with, the Chamber of Commerce. I believe a scrutiny of

past appointments will, in some measure, show this. At any rate, it cannot be seriously contended, I think, that the mercantile members appointed have, as a rule, represented in any form the opinions of this Chamber, or of the mercantile body generally: those who have contributed the requisite funds for the improvements: those whose wants it has been attempted to meet: those who are most largely interested in the efficient and economical management of the affairs of the port. I speak advisedly when I say that there has been no proper connecting link between the Trust and the mercantile community. In virtue of their appointment by Government, no doubt, and of the emoluments attaching thereto, the mercantile Commissioners, with few exceptions, seem to have considered themselves especially retained, specially set apart, to spend our money and manage our business, without caring to know anything about our wants, or how far they were acting in accordance with our ideas. I am not aware that many of them have considered it any part of their duty to ascertain our views, and I am not sure that we have been often consulted as a matter of courtesy. Now, considering that the proceedings of the Port Trust are not published in the newspapers (why should they not be published?), I think we have a right to expect something different from this. Our interests are, or should be, identical. Fresh air and ventilation, the interchamge of ideas, could do no harm that

I can think of. On the contrary, I can conceive that a mercantile Commissioner with this Chamber behind him would find his opinions counted for a great deal more than he has been accustomed to. I hope our friends upon the Port Trust will take these remarks as they are intended. I hope some means will be adopted to afford them periodical opportunites of letting us know what has been done, and what is proposed to be done, by the Commissioners, with a view to their securing our cordial co-operation. But gentlemen, I am not going to stop here. There is a strong feeling abroad that the export trade of the port has been practically neglected. The Commissioners have derived little or no revenue from exports. I might say none from wheat and seeds, jute, and other rough articles. They have devoted themselves almost exclusively to providing for the inland trade and imports—imports that can afford to pay heavy import charges, and valuable export articles such as indigo, tea, silk, shellac, and hides, that can also afford to pay heavy export charges. Rough articles have been left to take care of themselves. So that it has appeared at times as if the Commissioners' whole study had been to make an exorbitant revenue; that their last thought has been the encouragement and development of the trade of the port. I shall not trouble you with details to-day, but does it not seem monstrous that our piece-goods imports, for instance, should be mulcted to the tune of four annas per package for

landing,—for being lifted from the steamer's deck to the jetty sheds,—when the same packages can be removed, carted to any place a mile away, and stored, for 20 to 25 per cent. less, especially as the surplus revenue thus obtained is applied to purposes which cannot be justified to the thinking of any business man? Gentlemen, our Port Commissioners have much to answer for. I conceive them in a great measure responsible for the diversion of a large portion of our legitimate trade to other quarters. Our export trade seems to have been practically unrepresented on the Trust for many years, this probably accounting for the neglect which it has experienced. Shortly after the Trust was formed, Government seems to have recognised the wisdom of asking one of the resident partners of Ralli Brothers to serve on the Commission. Since he left for England in 1873 or 1874, I cannot find that the export trade has had a single representative properly so-called, until Mr. Petrie was appointed a month or two back in consequence of the Chamber's representation set out on page 296 of the Report, and if I am not mistaken the import trade has had similar ground for complaint for some time past. This leads me to assert that Government would find it extremely difficult to justify many of the appointments and reappointments which it has made to the Trust. Two of the mercantile Commissioners, whose resignations you would probably notice in the *Gazette* lately, have been

Commissioners for some ten years, without having had any vested right in the port that I can discover, or a special claim to represent any interest but their own. Moreover, an influential and respected firm among us has returned one of its representatives to the Trust ever since the Trust was formed, for no good reason that I have been able to think of, and to the exclusion of others whose interests are greater beyond comparison. However, gentlemen, I have no intention of being personal or of making invidious comparisons. I wish to convince you that we have a grievance,—a grievance that affects us all most closely; and, in view of the great and expensive works which the Commissioners have lately undertaken, it is a grievance which we, who are to be most largely affected, should lose no time in trying to have redressed by every means in our power. The Bombay Chamber of Commerce has long enjoyed the privilege of electing the mercantile members of their Trust, and it is hard to understand why we have been so long content to accept the less favourable and irrational position. As you have probably heard, Government has so far acceded to our representations as to ask us to nominate a representative to act for Mr. Turner in his absence, but there is as yet no indication that this is going to be the rule, not a solitary exception. However, we have some reason to believe that the Lieutenant Governor will exercise the same sound judgment in considering this as his

Honor has hitherto done in all other questions affecting the mercantile body, and take the necessary measures to give effect to our wishes. If so, there will be no occasion for me or anyone else, I hope, to trouble you on this subject further.

Mr. C. E. Smyth seconded the motion that the Report be received and adopted.

Carried unanimously.

Mr. W. J. M. McCaw said :—I beg to thank the President for his interesting address, and whilst doing so would like to comment very briefly on one or two matters referred to by him and mentioned in the annual report. In connexion with this question of exchange, which is engaging so much attention at present, and which so deeply concerns not only the Government of the country but also every private individual engaged in trade therein, there is an aspect of the matter, as affecting merchants, which I think has not been made as much of as it deserves. I have noticed that, in nearly all discussions on the matter, the question has been confined to whether a high or low exchange was beneficial to India ; one side advocating a high rate by reason of the saving which it effects in the sale of Council Drafts, and thereby permitting of a lower scale of taxation in this country, and for other reasons ; the other side advocating a low rate as being the most advantageous, because of the great assistance which it has rendered, and is rendering, to the export trade in wheat, seeds, and other produce ;

and arguing, doubtless with considerable force, that the loss which Government sustain in the sale of their Council Drafts is more than made up to them by the higher price they receive for their opium, by their increased revenue derived from land, consequent on a much larger area being under cultivation to supply the increased demand of late for wheat, and which land would gradually go out of cultivation were the demand for its produce to fall off. There is much to be said on both sides, and I do not feel inclined to express a definite opinion either one way or the other. But in these arguments it appears to me that the fact is, to a great extent, lost sight of, that what the trading community, whether exporters or importers, really require is *fixity* of exchange. What is interfering with business and rendering all mercantile operations so very speculative at the present time is the great uncertainty attaching to exchange. The violent fluctuations which have been experienced in rates during the past four months have rendered it quite impossible for any merchant when entering into a transaction to estimate, even approximately, what the result of such transaction would be. This does not arise because exchange is high, or because it is low, but by reason of its great variableness. The elements of risk in the conduct of a business in an ordinary way are great enough without adding to them, and anything which would render the relations of the metals, gold and silver, as measurements of value,

fixed, whatever might be the ratio, would be most welcome to all those engaged in international trade. There is no doubt about one thing, and that is, that the present state of affairs in exchange is operating much against India's advancement, by preventing the flow of British capital for either permanent or temporary investment into the country, and, even further, it is causing the withdrawal of capital already in the country, because of the fear that, if not taken away now, it may have to be withdrawn later on at a much lower level. Were there any stability attaching to rates of exchange, this would at once be altered. No matter at what level rates might be fixed, it would be all the same to a British capitalist whether he sent his money out to this country at 1*s.* or at 2*s.* per rupee, provided he felt certain of getting it back at or about the rate at which it was remitted.

Another matter I would like to refer to for a moment is this vexed question of the stamping of piece-goods. We are apparently as far from a settlement of this matter as ever. And to my mind there is only one way in which the matter can be settled. I believe I am correct in stating that in India there is no legal standard of length. This surely should not be allowed to exist in a civilized country, and should be remedied by Government at once. Government have seen fit to establish a fixed and legal standard of measurement by weight, and why not also by length? Were a standard of length once fixed by

law, this matter of false stamping would be very simple of solution. If a merchant or dealer were found selling a piece of, say, grey shirtings, stamped 38 yds., actually measuring only 36½ yds., the buyer would have an easy remedy against the seller in the nearest Police Court. In England there are inspectors employed by Government who go round regularly to the various shops and warehouses all over the country, testing the accuracy of the weights, and measures of length, employed by the owners of such places of business, and should any inaccuracy be discovered, the penalty inflicted is sometimes very severe. In India, too, I believe, the police have the power to test the accuracy of all weights in use, and why should not the same power be extended to lengths? If an intelligent British public requires to be protected by law from imposition in matters of this sort, how much more do the ignorant consumers of piece-goods in remote country districts of India require such protection? It appears to me, then, that we as a Chamber should unanimously memorialize Government on this matter, and I trust it is one which will receive the early attention of the new Committee which has been this day elected.

It was then proposed by Mr. McCaw, seconded by Mr. Stevenson, and carried unanimously: "That Government be memorialised to fix a standard of length in British India."

Carried unanimously.

The President then moved that the provisional election by the Committee of—

MESSRS. BIRD & Co.
MESSRS. PEEL, JACOB & Co.
MESSRS. R. STEEL & Co.
THE BENGAL COAL Co.
THE CALCUTTA LANDING AND SHIPPING Co.

as Members of the Chamber, be confirmed.

The motion was seconded by Mr. Thos. Henderson.

Carried unanimously.

The President next proposed the confirmation of the appointment of Mr. S. E. J. Clarke as Secretary to the Chamber, and, in doing so, said it would be remembered that, about that time last year, Mr. Rutherfoord, who had been appointed Secretary, died very suddenly, and Mr. Clarke was selected to succeed him. In proposing this resolution he wished to say on behalf of himself and of the Members of the Committee, that they were very well satisfied with the way in which Mr. Clarke had performed his duties during the past year. He himself highly appreciated the ability and energy which Mr. Clarke had brought to bear on the work entrusted to him, and he was confident he would prove a most efficient Secretary.

Mr. W. Bleeck seconded the resolution.

Carried unanimously.

There being no further business before the meeting, it was declared Special by the President.

S. E. J. CLARKE,
Secretary.

Proceedings of a Special General Meeting of the Bengal Chamber of Commerce, held on Wednesday the 26th May 1886.

A Special General Meeting of the Members of the Bengal Chamber of Commerce was held at the rooms of the Chamber, 102, Clive Street, on Wednesday the 26th May, instant, the Hon'ble D. Cruickshank, President, in the Chair.

The Secretary read the notice convening the meeting.

The Chairman in opening the proceedings said, that the special matter they were met to discuss was the general adoption of the form of Bill of Lading agreed upon, in London in April 1881, by a Committee of shipowners and merchants, on which this Chamber was represented. The question has been for some time before the Committee, and they have ascertained the opinion of Members upon it. The majority of those consulted were in favour of the proposal to extend the use of what is known as the Conference Bill of Lading for all ports, including those in the United Kingdom. The circular of 20th May, which all had seen, placed before them the objections which

had been urged against the course suggested. Since that circular had been sent out, a letter from the Shipowners Association, London, dated 30th April, had been received, and he would with the permission of the meeting read it :—

From General Shipowners' Society to Chamber.

London, April 30th, 1886.

You will remember that a Sub-Committee of this Society had the pleasure early in 1881 of meeting certain Calcutta merchants, nominated by your Chamber for the purpose of forming a sailing ship Bill of Lading from Calcutta to United Kingdom the result of which was the adoption of a form of Bill of Lading recommended by that joint committee, and which has been very satisfactory to both merchants and shipowners.

The object of my addressing you at present is to request the good services of your Chamber towards the extended use of this Bill of Lading for cargoes shipped at Calcutta for places other than the United Kingdom The experience you have had of the working of this Bill of Lading, is no doubt sufficient to justify the solicited action of your Chamber. I shall be glad to hear that the request I have the honor to proffer has been acceded to.

Before moving a resolution on the subject, he would ask if any gentleman present desired to address the Meeting on the subject.

As no one responded to this invitation, the Chairman said he would move the following Resolution :—

That the form of Bill Lading,—Calcutta to United Kingdom,—agreed on in London on 11th April 1881 by a Committee of Shipowners and Merchants, and a copy of which is lodged with the Secretary of the Bengal Chamber of Commerce, be adopted for all ports, whether in the United Kingdom or otherwise.

At the suggestion of Mr. W. H. McKewan the following words were added to the Resolution, "as from 1st January 1887."

Mr. James Stephenson seconded the Resolution.

It was then as amended, put to the Meeting and carried with one dissentient only.

The proceedings terminated with a vote of thanks to the Chair.

S. E. J. CLARKE,
Secretary.

BENGAL CHAMBER OF COMMERCE.
May 26th, 1886.

[The following is the Circular referred to at the Special General Meeting held on 26th May.]

CIRCULAR.

Bengal Chamber of Commerce.

20*th May* 1886.

REFERRING to my circulars of 13th November 1885 and 8th March 1886, I am now to invite your attention to the following summary of the papers received by my

Committee on the subject of extending the use of the "Conference Sailing Ship Bill of Lading" for Ports other than those in the United Kingdom. The matter was brought to the notice of the Committee on 15th July last by Messrs. Turner, Morrison and Company who were moved to do so by representations from their shipowning friends in England. Complaint was made especially of the variations in the exemption clause of Bills of Lading used in Calcutta.

In the "Conference Bill of Lading" the exemption clause runs as follows :—

"The Act of God, the Queen's enemies, loss or damage "from fire on board, in hulk or craft, or on shore; any "act, neglect, or default whatsoever of pilots, master, or "crew in the navigation of the ship in the ordinary course "of the voyage, and all and every, the dangers and acci- "dents of the seas and rivers, and of navigation of whatever "nature or kind excepted."

The following are the exemption clauses used in Bills of Lading issued in Calcutta for Ports not in the United Kingdom.

(*a*) "The dangers of the seas and fire excepted.

(*b*) "All and every, the dangers and accidents of the "seas, rivers and navigation of whatever "nature or kind soever excepted."

(*c*) "The Act of God, nations, enemies, fire and all "and every other dangers and accidents of "the seas, rivers and navigation of what- "ever nature and kind soever excepted."

(*d*) "The Act of God, the Queen's enemies, fire and "all and every other dangers and accidents "of the seas, rivers and navigation of what- "ever nature and kind soever excepted."

Last year several meetings were held at Home between Underwriters, shipowners' associations and the corn and rice trade, in which a Bill of Lading was agreed to admitting the non-liability of the shipowners for accidents occasioned by the default, negligence, or errors of judgment of the pilot, master, mariners or other servants of the shipowner, and making "general average payable according to York-Antwerp rules."

Mr. Stephen Ralli writing to the *Standard* in February 1885, distinctly stated he thought ship owners should be exempted from the risk caused by the neglect of the master. The exemption clause in the Bill of Lading just referred to runs thus ;—

(*e*) The Act of God, Perils of the Sea, Fire, Barratry "of the master and crew, Enemies, Pirates, "Thieves, arrest and restraint of Princes, "Rulers and People, Collisions, Stranding and "other accidents of navigation excepted, even "when occasioned by the negligence, default, "or error in judgment of the Pilot, Master, "mariners, or other servants of the shipowner."

The answers to my circular of 13th November are as a rule favourable to extending the use of the Conference Bill of Lading" for Ports other than those in the United Kingdom." The reasons, put forward against making the use of the Conference Bill of Lading uniform in the case of sailing ships for all Ports are as stated below

(*a*) "Bills of Lading other than the Conference "form have answered satisfactorily for certain-"ly the last 20 years."

(*b*) "At the London Conference when the Bill of "Lading now in use for shipments to U. K. "was agreed upon, there is not the slightest

"doubt that had the representatives of merch-
"ants and shipowners thought it necessary
"for the uniformity proposed by the Commit-
"tee of the Calcutta Chamber it would then
"have been discussed, and most probably in-
"troduced, but the Bill of Lading was for a
"specific purpose, and for a particular ship-
"ment, and the clauses therein are applica-
"ble to such shipments, and do not embrace
"one trade generally."

(*c*) "The uniformity now sought in Sailing ship
"Bills of Lading is the more striking, and
"appears unnecessary, as each line of
"Steamers has its own Bill of Lading al-
"though the 'Eastern Trade form' exists, and
"no movement has as yet been set on foot
"to bring about a uniformity in a matter of
"so much more importance. That a unifor-
"mity should be established in sailing ship
"Bills of Lading, and dissimilarity exist in
"steamer Bills of Lading is an anomaly."

(*d*) If the United Chambers of Commerce could be
"agreed to adopt a set of forms for both
"steamers and sailing vessels irrespective of
"all trades or ports, leaving out of Bills of
"Lading all other conditions as to the pecu-
"liar customs of each trade, weights, and
"measurements, mode of delivery, and time
"for delivery, payments of freights, discounts
"on same, and a great many other like con-
"ditions, it would benefit trade generally.
"But the adoption of such form would pro-
"bably necessitate the revision of tonnage
"schedules, and go into a lot of other matters
"which would affect our foreign trade relations.

"At the present time no matter what "the terms of a Bill of Lading may be, the "character of the contract contained in it as "between the shipowner and the merchant "is completely altered by the *lex loci* and "no allusion whatever is made to it in the "form attached to your circular, (*i.e.*, the "conference form), besides it is an exceeding-"ly difficult matter indeed to define any re-"cognised custom in trade, yet the contract "as contained in your form provides that the "freight is subject to the customary mode of "payment."

(*e*) "The proposed form, if adopted for all the "foreign ports, would be likely to lead to dis-"putes between shippers and agents owing "to the variety of clauses peculiar to certain "ports which it would be difficult to insert "in a Bill of Lading which had been once "passed as suitable to all Ports."

(*f*) "When this form of Bill of Lading was dis-"cussed before we disapproved of it as the ex-"ceptions are calculated to free shipowners "from responsibilities which are clearly theirs, "and to encourage them in employing a class "men as officers who are incompetent."

The above are the objections which have been put forward to the suggestion of the Committee.

For the West Indies the "Eastern Trade form of Bill of Lading" has been adapted to the West Indian requirements. Occasionally it is stipulated that delivery should be made "in accordance with the custom of the Port." In the exception clause "Collisions," is added before, "any act, neglect, or default" of Pilot, Master or

crew. Instead of "average accustomed," "average to be settled according to the York-Antwerp rules." Freight is stipulated to be paid " in cash before delivery if required, at the Colonial Bank selling rate of exchange for its own 90 days bills on London current on the day the delivery of cargo is completed."

Should an uniform Bill of Lading for Ports other than those in the United Kingdom be adopted, it has been suggested that :—

"The following two clauses should be embodied in the "new Form.

(1) "Freight payable at current rate of exchange "for Bank Bills at sight on London."

(2) "Lighterages, if any, at Port of discharge, first "tide after arrival off said Port, to be paid by "the consignees of cargo, any custom or "alleged custom to the contrary notwith- "standing."

In this connection the Shipowners Association of Liverpool has addressed the Chamber on date April 15th in favour of "extending the use of the Eastern Trade Bill of Lading at Calcutta, so that it may be used, not only for cargo shipped there for this country but also for cargoes shipped for other places, such as, New York, Mauritius, and Ports on the Continent of Europe."

The Association takes the opportunity of mentioning that in consequence of a recent decision in one of the English Courts, it is necessary that the word " Collisions" should be added to the Exemption Clause of Bills of Lading. The case referred to by the Association is that of Woodley *vs.* Mitchell (Law Reports XI, 2 B., div. p. 47) in which it was held that where two ships

had come into collision, one being in fault the other not, the owner of the latter ship is liable for the value of the cargo which was being carried in his ship, although there was no negligence in the navigation of his ship.

This matter of extending the use of the Conference Bill of Lading to Ports other than those in the United Kingdom, will come up for discussion at the Special General Meeting of the Chamber, to be held on Wednesday next, the 26th instant.

BENGAL CHAMBER OF COMMERCE.

Report of the Committee from 1st January 1885 to 30th April 1886.

THE Committee submit their Report on the principal subjects which have had their attention during the period under notice.

THE Committee of the Chamber have to report various changes since the issue of the last Report. They have deemed it advisable to bring the published record of work done by the Chamber up to 30th April, so as to bring the Report into close accord with the period during which the Committee, whose transactions it relates, held office. During the period covered by the Report, changes have taken place in the position of the Chamber towards the mercantile community, and in the *personnel* and constitution of its office. Mr. H. W. I. Wood, who had held the office of Secretary to the Chamber for many years, retired from India at the end of February 1885, and was succeeded by Mr. J. F. Rutherfoord, a gentleman of large experience, and before whom the Committee trusted there were many years of useful work. Mr. Rutherfoord, however, was taken seriously ill in May 1885, and died in a few days, to the great regret of all who knew him, and who knew

how capable he was of fulfilling the expectations formed of him by the Committee. In his place the Committee appointed Mr. S. E. J. Clarke—an appointment which awaits confirmation by the general body of the Members of the Chamber—who took charge of the office on June 18th last. In the interval, the duties of the Secretary were carried on by Mr. J. M. Barton, the present Assistant Secretary.

In connection with the Colonial and Indo-Exhibition which was opened by Her Majesty the Queen-Empress successfully on May 4th, the London Chamber invited this Chamber to join in a Conference of Chambers of Commerce, to be held during the term of the Exhibition. The Committee accepted the invitation, and are pleased to be able to report, that before he left Calcutta, Mr. J. J. J. Keswick consented to act as a representative of the Calcutta Commercial community, and that Mr. J. N. Bullen, a former President of the Chamber, will be Mr. Keswick's colleague at the Conference.

The first matters taken up by the Committee, after the present Secretary had assumed charge, were the completion of the arrangements projected by the late President, Mr. J. J. J. Keswick, to connect various Mercantile Associations with the Chamber; the re-organisation of the office to meet the work thus thrown upon it; and the revision of the Chamber's Price Current. The Associations, which under the arrangements concluded in June last, now work in connection with the Chamber, are—

The Indian Tea Association,
The Indian Jute Manufactures Association,
The Calcutta Wheat and Seed Trade Association,
The Calcutta Hydraulic Press Association.

The Jute Measurement Scheme has always been associated with the Chamber, working under a separate Committee; its officers are licensed by the Chamber, and its Committee reports to the Committee of the Chamber.

The Tea Syndicate worked for a short time in connection with the Chamber, and until it was dissolved at a Meeting of the Members held on 9th December 1885.

The arrangement with these Associations is, that they contribute a fixed sum to the funds of the Chamber, and for this payment they have the use of the Chamber's rooms. There are no separate establishments, but the Secretary and Assistant Secretary of the Chamber hold, *ex-officio*, the like offices in each Association. In order to perfect the working of the office, the Committee agreed with the Board of Directors of the Bengal Bonded Warehouse Association, that the Assistant Secretary of the Chamber should be *ex-officio* Assistant Secretary of that Association also, but without entailing any additional expense on the Association. A minor matter, which may be recorded here, was the appointment of a separate cashier—who has deposited security—for the Chamber, and the abandonment of the system by which the Banian of the Bonded

Warehouse Association also acted as Banian and Cashier of the Chamber. At the same time the staff of clerks was largely increased to bring it up to the requirements of the work passing through the office. Another step towards efficiency was the purchase of a Lithographic Press, this has resulted in great economy in the formerly heavy printing charges, as well as in the quicker despatch of documents from the office. The effect of these changes has been good. The office is working well, and the Committee are satisfied that, while the Chamber has been strengthened, the various Associations connected with it have derived from the connection all the benefit which they expected to receive.

It is with satisfaction that the Committee have to report that the Chamber's Price Current has been entirely revised, and in a large measure remodelled. Their best thanks are due to the following gentlemen forming the Sub-Committees, who undertook this necessary work, and carried it to a conclusion—

Price Current Import Sub-Comt.	*Price Current Export Sub-Comt.*
E. E. Bigge, Esq. *Chairman.*	W. W. Petrie, Esq. *Chairman.*
F. Ormerod, Esq.	A. F. C. Forbes, Esq.
J. Croft, Esq.	P. Scouloudi, Esq.
G. Marchetti, Esq.	Frank Whitney, Esq.
R. M. Haining, Esq.	W. H. Hinde, Esq.
	H. Berger, Esq.

In its present form the Price Current has proved more acceptable to members. It is the intention of the Committee to publish it weekly instead of fortnightly, but without altering the rates of subscription. Such further

improvements as may be desirable will be introduced into it as occasion may demand, so as to maintain for it the authority and usefulness which such a publication should possess.

THE CARRIERS' ACT.

THE question of amending the 'Indian Carriers' Act III of 1865, having been referred to the Chamber, the Committee sent a reply to Government in which they confirmed the views expressed in the Chamber's letter to Government of 20th May 1881. For easy reference that letter is reprinted below :—

Carriers.

1. The conflict between the decision of the Bombay High Court in *Kuvarji Tulsi Dass* v. *The Great Indian Peninsula Railway Company*, I. L. R. 3 Bo. 179, and the decision of the Calcutta High Court in *Mothoora Kant Shaw* v. *The India General Steam Navigation Company*, I. L. R. 10 Cal. 166, makes it necessary to legislate for the purpose of declaring the liability of common carriers in British India.

2. Accordingly the accompanying rough draft of a Bill has been prepared for consideration and criticism. The main questions to be determined are—

(1) Should the liability of common carriers, in the absence of special contract, be that imposed by the English common law, which includes liability for lost or damage caused by theft, robbery or fire, or something less stringent ?

(2) If the former alternative be preferred, should the exceptions from the liability be described by the familiar phrase—" the act of God and the

Queen's enemies," or should any paraphrase or amplification be attempted?

(3) Should carriers by inland water be allowed to qualify their liability by bill-of-lading, that is to say, by a document *not* signed by or on behalf of the consignor?

(4) Should the Bill include a definition of the liability of common carriers of persons?

(5) Is any saving required for the customs of Native carriers, and, if so, how should it be expressed?

From Chamber to Honorable C. P. Ilbert.

Calcutta, 16th January 1885.

AFTER unavoidable delay, which I much regret, I am now able to reply to your reference relative to the Carrier's Bill.

The answers received from Messrs. Begg, Dunlop & Co., Williamson, Magor & Co., Octavius Steel & Co., Balmer, Lawrie & Co., and Finlay, Muir & Co. have been submitted to the Committee of the Chamber at their weekly meeting held to-day, by whom I am desired to furnish them, in original, with the expression of their own concurrence in the opinions therein given, and which fully confirm the views communicated to Government in the Chamber's letter of 20th May 1881.

From Chamber to Government of Bengal.

Calcutta, 20th May 1881.

THE Committee of the Chamber of Commerce have had before them your letter No. 635 of 14th April, asking their opinion on the request made by the Inland River Steam Companies to be exempted from the ordinary liabilities attaching to common carriers.

You specially draw the Committee's attention to the grounds upon which this request is based, as stated in

paragraph 2 of the letter from the Under-Secretary to the Government of India, Home Department, of 19th March, *viz* :—

1. That the dangers of river navigation in India are excessive.

2. That complaints have been made by various Tea Companies of excessive charges by the River Carrying Companies, which charges are necessary in view of the liability of the River Companies as insurers.

The Committee of the Chamber are inclined to think that the River Companies have overstated the dangers of river navigation in India. The losses arising from river navigation proper have not been at all excessive in India as compared with other countries, so far as the Committee can learn, and in some of the cases reported, such losses might have been avoided had greater care or skill been exercised. Losses have occurred from cyclones and collisions, which cannot fairly be classed among the dangers alluded to.

As regards the second reason put forward by the Steamer Companies, it is undoubtedly true that serious complaints have been made by proprietors of tea estates as to the excessive charges for freight levied by the River Companies. The alleged necessity for such high freights in order to cover risks arising from perils of navigation or their liability as insurers in case of loss, is, however, disputed by the parties more immediately concerned. This is a point which can be best decided by a reference to the financial results of the working of the Steamer Companies for the past few years. If the Government are not already in possession of the figures, the Committee of the Chamber would suggest that the Steamer Companies be invited to submit an abstract of their accounts for, say, a period of seven years, showing, on the one hand, the extent to which the alleged perils of Indian river navigation and the liability complained of have

affected them, and on the other, the net profits they have realised, and the mode in which these have been spent.

As regards the statement in paragraph 5 of the River Companies' letter, that the effect of Act III of 1865 has been to make them insurers of all property entrusted to their care, the Committee are informed that European shippers, at all events, do not look upon the freight they pay as covering insurance, but make their own arrangements to cover the risk of transit by river steamer, either here or in England. In particular is this the case with Tea, which is, as a rule, insured from time of manufacture until its arrival in Calcutta, including conveyance by steamer. The Committee understand that in 1879 the River Steamer Companies entered into specific arrangements with certain shippers to allow them a reduction of 10 per cent. on their ordinary rates of freight, in consideration of their being exempted from all claims in respect of risks usually borne by Insurance Companies, but that they, of their own accord, discontinued the arrangement at the close of last season. The River Companies further protect themselves by requiring a form to be signed by shippers when goods are sent in to them for carriage, copies of which are heewith forwarded.

The evidence before the Committee does not support the argument of the River Steamer Companies, that the liability complained of necessitates a high rate of freight being charged. They are rather led to think that it falls but lightly upon them, and forms no bar, in its actual operation, to a considerable reduction of the present rates. So far as European shippers who insure are concerned, the question is one which affects them only indirectly, as at present the risk in their case is divided between the Steamer Companies and Insurance Offices, or Underwriters. The latter, so far as the Committee have been able to ascertain, object

to any change in the law of liability as affecting inland steamers. They hold that the abolition of the carrier's risk, (1) would deprive them of a remedy against the Steamer Companies which they at present possess, and (2) would largely reduce the incentive to care in carrying goods, which is supplied by liability for damages resulting from carelessness.

The result, therefore, of any change in the present conditions of river transport in the direction of relieving the steamers from liability, would certainly be a material increase in the rates of insurance, and not improbably a difficulty in affecting insurance of Inland Steamer risks on any terms.

Having regard to these facts and the interests of uninsured shippers, and looking to the facilities the Steamers Companies at present possess for protecting themselves, and the absence of any proof that the liability they seek to be relieved from is unduly onerous, the Committee of the Chamber are not at present prepared to recommend the exemption of Inland Steamers from the ordinary liabilities attaching to common carriers.

AMENDMENT TO THE SEA PASSENGERS' ACT.

THE action taken by the Chamber will be sufficiently explained in the correspondence given below :—

From Government of Bengal to Chamber.

No. 45. *Calcutta, the* 10*th January* 1885.

IN forwarding the enclosed copy of the Bill (with Statement of Objects and Reasons) to amend the law relating to the Carriage of Passengers by Sea, I am directed to request that the Chamber will be good enough to favour

the Lieutenant-Governor, not later than the 1st February next, with an expression of its opinion on the provisions of the Bill.

STATEMENT OF OBJECTS AND REASONS.

ACT II of 1860 declares certain parts (namely, sections 52, 53 and 54) of the English Passengers' Act, 1855 (18 & 19 Vic., cap. 119) to be applicable to the Carriage of Passengers upon voyages from the ports of Calcutta Madras and Bombay to the colonies of Mauritius, Jamaica, British Guiana, Trinidad, St. Lucia and Grenada, and from ports in British India to ports in the Red Sea or Persian Gulf. The colonies mentioned were the places to which emigration was then lawful. Since 1860, emigration to the colonies of Fiji, Natal, Réunion, St. Croix, Guadaloupe, Martinique, Dutch Guiana, St. Vincent, Nevis, and St. Kitts has been sanctioned. With respect, however, to voyages to places not specified in Act II of 1860, that Act gives no power to any authority to recover expenses incurred in forwarding shipwrecked passengers to their destination, and in maintaining them until they are so forwarded. At present, therefore, the voyages to which the Act does not apply are more numerous than those to which it does.

2. Again, the Act, as it stands at present, is, if strictly construed, inapplicable to the conditions under which emigration from India is usually conducted. Section 3 of the Act, following Section 53 of the English Passengers' Act, 1855, runs as follows :—"If any passenger * * * find himself within any colonial or foreign port or place other than that at which *he may have contracted to land*," *&c.* But, as a rule, emigrants from India do not themselves contract with the owners or charterers of the vessels in which they emigrate. In all cases falling under the Indian Emigration Act VII of 1871, (or which may fall under the Indian Emigration Act XXI of 1883,

when that Act is brought into force) the contract is made by a recruiter for the colony importing labour, under the supervision of the Protector of Emigrants. Emigrants despatched in this way are therefore technically excluded from the provisions of Act II of 1860. A similar difficulty appears to have arisen in England, and to have been met by an amendment of the law. Section 12 of the English Passengers' Act Amendment Act, 1863 (26 & 27 Vic., cap. 51), repeals section 53 of the English Passengers' Act, 1855, and section 15 of the former Act substitutes for the words "other than that at which he may have contracted to land," the words "other than that for which the ship was originally bound, or at which he or the Emigration Commissioners, or any public officer, or other person on his behalf, may have contracted that he should land."

3. These two defects in the Act came to notice in connection with the following occurrence. In the end of April last, the steamer *Laleham*, carrying emigrants from Calcutta to Dutch Guiana, grounded off Ceylon, and was compelled to land her passengers at Trincomalee. The *Laleham* returned to Calcutta, where she was examined by the Engineer-Surveyor to the port, and reported "unseaworthy and unfit to proceed to sea, without serious danger to human life." The Agents of the *Laleham* at first proposed to substitute another vessel, but subsequently declined to do so, offering merely to have the *Laleham* repaired at Calcutta, and to fulfil her charter-party by re-embarking the coolies at Trincomalee and taking them on to Surinam.

The Advocate General of Bengal, on being consulted, was of opinion that no action could be taken under Act II of 1860, and that the matter would be governed by the charter-party. Surinam, he said, being in Dutch Guiana, is not a place to which Act II of 1860 applies. He thought, further, that the English Passengers' Act Amend-

ment Act, 1863, would be construed strictly, and according to such construction, he did not think that the words of Section 3 of Act II of 1860 would cover the breakdown in a voyage to which that Act applied, in any case other than that in which the Passenger had himself contracted.

Under these circumstances legislation seems necessary in order to bring Act II of 1860 into conformity with the present system of emigration and the English Passengers' Act Amendment Act, 1863.

The present Bill has accordingly been prepared. It repeals and re-enacts Act II of 1860 with the necessary amendments. Section 3 of the present Bill declares the subsequent provisions of the Bill (being parts of the English Passenger Act, 1855, as amended by the Passengers, Act Amendment Act, 1863) to be applicable to all voyages to certain specified colonies and places, which are, in fact, the colonies and places to which, under the existing law, emigration is now lawful, or is likely to be legalized ; and in Sections 5 and 6 the amendments made by the English Passengers' Act Amendment Act, 1863, in sections 53 and 54 of the English Passengers' Act, 1855, (which formed Sections 3 and 4 of Act II of 1860) are incorporated, with some slight modifications, so as to adapt them to this country.

C. P. ILBERT.

The 5th December 1884.

From Chamber to Government of Bengal.

Calcutta, 31*st January* 1885.

I AM directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 45 of the 10th instant, and to say that they see no objection to the provisions of the Bill to amend the Law relating to the Carriage of Passengers by Sea.

The Committee, however, suggest that in Section 5 the words, " or owner, or charterer or agent," be inserted after " master," for a wrecked vessel may have no master, but the owner, or his agent, or the charterer, should have the faculty of stepping in and forwarding any passenger.

THE MINICOY LIGHT.

This Light was shown for the first time on the 7th February 1885, from which date dues on its account were to be levied.

From J. E. O'CONOR, ESQ., *Assistant Secretary to the Government of India, Department of Finance and Commerce, to the Secretary to the Government of Bengal, General Department.—No.* 704, *dated Calcutta, the 9th February* 1885.

IN continuation of the letter from this Department, No. 2265, dated the 18th December 1884, I am directed to enclose copy of a telegram from the Secretary of State, dated the 7th instant, and to request that the officers concerned may be instructed to commence levying dues on account of the Minicoy Light, with effect from the date of the telegram.

Telegram, dated 7th February 1885.

From—London,	To—Calcutta,
From—Secretary.	To—Viceroy.

MY Commerce despatch (Rabor). Minicoy now lighted. Commence collecting dues.

No. 336.

COPY, with copy of enclosure, forwarded to the Secretary to the Bengal Chamber of Commerce for information, in continuation of this office endorsement No. 1846, dated 22nd December 1884.

CALCUTTA ;
GENERAL DEPT.—*Marine*,
The 11th February 1885.

COMPULSORY PILOTAGE AT CHITTAGONG.

A PROPOSAL having been made to make pilotage compulsory at Chittagong, the Chamber found itself unable to support the suggestion.

From Government of Bengal to Chamber.—
No. 2. Calcutta, the 5th January 1885.

I AM directed to say that a proposal has been made by the Port Officer of Chittagong, and supported by the Commissioner of the Division, for making pilotage compulsory at Chittagong. Considering the various requirements of the Port, the trade of which is rapidly advancing, it seems to the Lieutenant-Governor that a permanent source of income is a matter of great importance; but before passing any orders, he would be glad to be favoured with an early expression of the Chamber's opinion on the proposal.

2. I am to observe that an expensive establishment has been maintained by Government at Chittagong for piloting vessels in and out, and to state for the Chamber's information, that pilotage is compulsory at Rangoon.

From Chamber to Government of Bengal.
Calcutta, 13th February 1885.

THE Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 2 of the 5th ultimo, relative to a proposal for making pilotage compulsory at Chittagong.

The Committee having ascertained the views of Members of the Chamber who are interested in the question submitted in your reference, I am instructed to state that an almost unity of opinion has been expressed to the following effect:

It is not considered that any necessity exists for the

introduction of compulsory pilotage at Chittagong, as the increase of the trade of that port being due to its comparative inexpensiveness, any increase in the charges will tend to divert the trade.

The river is declared to be easily navigable, and a master of a vessel who has visited the port once or twice does not require the assistance of a pilot.

It would be a matter of regret if, in the desire to establish a Port Fund at Chittagong, anything should be done to tax shipping with the object of collecting funds to hand over to the Port Trust. Were there the least difficulty in getting pilots to work there, it might be necessary to establish a system which would ensure employment to the men, but the Committee of the Chamber are informed that there is not the slightest difficulty, as there are plenty of men to be had (the pilots being all native fishermen) and there is not the least danger of the supply running short,—free trade therefore in pilotage is all that is wanted.

It has been suggested that the Home Government might with equal reason make Channel pilotage compulsory. As it is now, some masters employ Channel pilots and others do not, but there is no compulsion, and no lack of pilots, and it would be a distinct misfortune for the port of Chittagong if any arbitrary power, such as that which the Port Officer desires to secure to himself, is placed in his hands. If funds are required to make improvements, it is proposed that capital be raised to make them, and that the trade of the place should be taxed to cover the interest, but that no burden should be placed on trade to create capital for the use of posterity.

AMENDMENT OF THE VACCINATION ACT V. (B. C.) 1880.

THE Committee having been called upon by the Government of Bengal to criticise the Bill for amending Act V (B.C.) of 1880, the Vaccination Act, their attention was attracted to clauses 5 and 6 of the Bill which runs as follow :—

5. To section 13 the following shall be added :—

Amending section 13 Act V (B. C.) of 1880

"And the said Health Officer may, if he deem it expedient, require any unprotected person on board any vessel arriving in the said Port of Calcutta to submit himself forthwith to be vaccinated, and every such person shall before leaving the vessel submit himself to the said Health Officer, or any person duly authorized to act in this behalf, for vaccination :

Provided that nothing herein contained shall apply to any vessel belonging to, or in the service of, Her Majesty, or the Government of India, or to any vessel belonging to any foreign Prince or State."

6. After section 13 the following section shall be inserted :—

Occupier of house, &c., to allow access.

"**13A.** Every person occupying any house, enclosure, vessel or other place shall allow a Public Vaccinator such access thereto as he may require for the purpose of ascertaining whether the inmates are protected or not, and as having regard to the customs of the country, may be reasonable.

Whenever it is necessary to ascertain whether a woman be protected or not, the investigation shall be conducted with strict regard to the habits and customs of the country."

In their reply to the reference made to them, the Committee made certain suggestions which they are glad to know were favourably received by the Select Committee :—

From Government of Bengal to Chamber.

No. 512—*Calcutta, the* 3rd *February* 1886.

I AM directed to forward for the information of the Chamber of Commerce, a copy of the Bill for the amendment of the Bengal Vaccination Act V (B. C.) of 1880, and to request that you will be so good as to favour the Lieutenant-Governor with an expression of the opinion of the Chamber on it at an early date.

From Chamber, to Government of Bengal.

Calcutta, 24th February 1885.

I HAVE to acknowledge Mr. J. Ware Edgar's No. 512 of 3rd instant, forwarding copy of the Bill to amend the Bengal Vaccination Act V (B. C.) of 1880, and requesting the opinion of the Chamber as to its provisions.

2. On the general subject of the value of Vaccination as a protection against small-pox, my Committee are at one with the Government. They think that the wider the protected territory, combined with proper action in Calcutta itself, the less chance is there of a recurrence of small-pox in a severely epidemic form. But while thus supporting the system by which Vaccination is made compulsory, my Committee do not feel they can approve the provisions of clauses 5 and 6 of the Bill amending the Vaccination Act V (B. C.) of 1880, now before the Legislative Council of His Honor the Lieutenant-Governor of Bengal.

3. Clause 5 will empower the Health Officer of the Port to require any unprotected person "on board any vessel arriving" in the port of Calcutta "to submit him-

self forthwith to be vaccinated." The provision, however, does not extend to any vessel of Her Majesty, or any Foreign Prince, or of the Government of India. My Committee have consulted with those most largely interested in Shipping, and the opinion is unanimous against so general a power being vested in the Health Officer of the Port, to be exercised by him entirely at his own discretion. Those who have been consulted, urge that the provision is uncalled for, and is liable, if it become law, to lead to extreme inconvenience to passengers and to much unpleasant feeling. In the case of the P and O Co's vessels, the Agent recollects but one case of small-pox amongst passengers in the course of an experience of more than twenty years.

It is the rule in all large steamer lines, when a passenger is suspected to be suffering from a contagious disease, to segregate him in a separate cabin. Members of the crew are in like cases usually consigned to one of the boats, where they are made as comfortable as circumstances will permit. My Committee consider there is very great force in the objection raised to the provision, that experience has shewn that the danger of importing small-pox by sea into Calcutta, is, in the case of ordinary passenger vessels, remote in the extreme. Further, if vaccination be enforced, in any instance, the passenger cannot resort to a quarantine depot, and loss and inconvenience would be caused to the vessel if infected persons were detained on board for an indefinite period. In the case of pilgrim ships coming from Jeddah, the position is very different. My Committee think that when outbreaks of small-pox occur on board such vessels, they should not be brought into the limits of the port for medical examination, but should report their condition at Saugor, and if need be be made to undergo quarantine at Diamond Harbour.

In connection, moreover, with the objection taken to clause 5, my Committee know of no precedent for vesting

such extensive powers in the Health Officer of the Port, and they consider such powers quite unnecessary in the case of ordinary passenger vessels.

4. My Committee also take exception to the proposal embodied in clause 6 of the Bill. The power of inquisition and visitation intended to be given to men of the class who are employed as public vaccinators is likely to lead to most regrettable disputes, and to a vast amount of oppression. When it is remembered how obnoxious the idea of vaccination is to natives generally, and how greatly it offends the prejudices of those especially from Upper India, large numbers of whom are found dwelling in the northern part of the town—it is not difficult to see how, in the hands of a sharp and not over-scrupulous man, the power given by clause 6, might be excercised in the most objectionable and offensive manner. My Committee consider that the evil here indicated is to be avoided, unless, under stress of a great calamity, it is found necessary to interfere with the habits and prejudices of large classes of people.

My Committee, moreover, cannot see that such a provision is required. They think it would be sufficient to enact that those suspected of evading the provisions of Act (V B. C.) of 1880, should be called upon by notice to appear at a particular place, and there, satisfy, not an officer of the low status of a public vaccinator, but a medical man, or other competent officer, appointed by the Superintendent of Vaccination, that they are protected. They urge a modification of the clause in this sense,

TOWN IMPROVEMENT.

One consequence of the stir made at the beginning of last year on the subject of the improvement of the city, was a request on the part

of the Municipality, at the instance of the Town Improvement Committee, that the Chamber would express its views on the relative values of wood, stone, and asphalte as a material for pavement: the correspondence is given below:—

From Corporation of the Town of Calcutta to Chamber.

No. 2763—*Calcutta* 25th *February* 1885.

THE Town Improvement Committee have had under their consideration the difficulty of properly scraping and sweeping the macadamised roads in the town, the surface of which in crowded streets gets fouled and emits an unpleasant stench which it is found difficult to remove.

2. It has been suggested to them that if the Roads were paved either with stone setts, wood, or asphalte, not only could they be more efficiently cleaned, but also the inconvenience now caused by the Tramway rails would be lessened, and the eventual cost of road repairs not improbably reduced.

3. On the other hand objections are raised to all these modes of paving the streets; to stone setts on account of the noise and jarring to the wheels and springs of carriages, to asphalte on account of its slipperiness, especially after light rain, and to wood pavements on various grounds.

4. The Town Improvement Committee are of opinion, therefore, that it would be advisable to try the experiment of each of these modes of pavement in some of the more frequented thoroughfares of the various parts of Calcutta, but before doing so would be glad if the Chamber of Commerce would favor them with their opinion whether such pavements would be an improvement on the existing macadam, and if so, in what streets they would recommend the experiments being made, so as to give them a fair trial. Would a portion of the Strand Road, in front of the Jetties be a suitable road for the experiment of stone setts?

From Chamber to Corporation of Calcutta.

Calcutta, 9th March 1885.

In acknowledging receipt of your letter of the 25th ultimo, I am desired by my Committee to thank the Town Improvement Committee of the Corporation for the courtesy which has prompted them to invite the opinion of the Chamber of Commerce, whether it would be advisable to try the experiment of each of the three modes of pavement, *viz.*, stone setts, wood, or asphalte, in some of the more frequented thoroughfares of the business part of Calcutta, whether such pavements would be an improvement on the existing macadam, and in what streets the experiments should be made so as to give them a fair trial, and whether a portion of the Strand Road in front of the jetties would be a suitable road for the experiment of stone setts.

2. The unpleasant smell which the fouled surface of the crowded streets now emits, and which it is found difficult to remove, has increased of late years with the greater quantity of building rubbish used in the repairs of the streets, which has had the effect of making the surface softer and more easily saturated with liquids. In the rainy season it happens frequently that the sweepings of the streets, accumulated up against the curb stones, lie there awaiting removal, but owing to delay in this essential, are in a great part dispersed again over the roadway by succeeding showers. Better arrangements in this department would be a clear gain in economy, for it must be much more costly to clear the sewers of the road detritus, the result of storm waters, than promptly to intercept the matter on the roadway.

3. A surface composed of material impervious to liquids, provided it be jointless and kept perfectly swept after it is laid down, is the only roadway that can be kept free from the nuisance now complained of. If therefore a pave-

ment of stone setts for the Strand Road be resolved upon, my Committee would like to see the method used, which is now being largely adopted in the United Kingdom, *viz.*, to lay the setts somewhat loosely, and then to run in liquid asphalte, and they would approve of this being tried in the Strand Road from the Hooghly Bridge to Clive Ghaut Street.

4. As some members of the Chamber would like to see wood pavement tried, I am to say that Clive Ghaut Street would appear to be a desirable place for that description, as it carries a large circulating traffic, and is without any hackney carriage stands or other impediment to cause a block.

5. With regard to asphalte, the Committee would urge upon the Corporation how very inconvenient it is to have the tramway in any part of Clive Street, especially in front of the Chamber of Commerce and Bonded Warehouse, the part of the city where wheeled traffic is most thronged, and where a tramway is as out of place as it would be in Cornhill or Lombard Street, in London. The removal of the tram-rails from Clive Street, between Dalhousie Square and Clive Row, and the laying down on a concrete bed of asphalte of the best description between Fairlie Place and Clive Row, would be a Town Improvement highly appreciated by all business men.

6. In view of the very much higher temperature it will be exposed to in Calcutta, than it has hitherto been subjected to in Europe, the asphalte used here must be rock or powder and not liquid.

7. The delay that has occurred in replying to your letter has arisen from the desire of the Committee to give full consideration to a subject of such importance, and to obtain the best information available regarding it.

AVERAGE ADJUSTERS.

From Chamber to Government of Bengal.

March 14th, 1885.

In answer to your reminder dated 27th February, referring me to your endorsement No. 192, dated 24th January 1885, requesting the opinion of this Chamber on the Memorial of Radhapersaud Lahiry to His Honor the Lieutenant-Governor of Bengal on the subject of average adjustment as at present practised in Calcutta, I am directed to say that my Committee have considered the Memorial, and with a view to hearing the other side of the question, have submitted a copy of it to Mr. Sandell, the party against whom it seems to be more especially directed, with a request for an expression of his views.

Printed copy of his reply is enclosed, and my Committee do not consider it necessary to comment upon it further than to state that to their knowledge the statement contained therein, that up to a recent date, the Memorialist, Mr. Lahiry, was connected in his average adjusting business with a freight broker, Mr. Blacker, in the same way as Mr. Sandell was, and my Committee believe is connected with a freight broker Mr. Terveen, is correct, and that Mr. Lahiry's appeal to His Honor the Lieutenant- Governor against such practices consequently appears to my Committee to be somewhat out of place.

To deal with the subject matter of the Memorial my Committee desire me to say—

1*st.*—That though it is no doubt preferable that average adjusters should be wholly unconnected with members of the commercial community, and in certain cases such connection might, as Lloyd's Committee have put it, be " very objectionable," they are nevertheless not prepared to recommend any enactment positively pro-

hibiting such connections in a place like Calcutta, where the amount of average adjusting business is so limited as by itself scarcely to afford a living to any one adjuster, so long as there are several qualified persons in the field. My Committee have no reason to believe that the community at large has had any reason to complain of the connection of Lahiry with Blacker, or Sandell with Terveen already referred to, and they are of opinion that when any connection which may be considered objectionable is initiated, the parties forming it will speedily be led to discontinue it by the absence of business

2*nd*.—That if they are rightly informed there is no law in England requiring average adjusters to hold any certificate of competency, and that the business there practically flows into those channels where competency may be relied on, because it is not to the interest of any of the parties concerned to place it in incompetent hands, and thereby to run the risk of considerable extra delay and expense in the event of the adjustment being ultimately questioned or upset. This view of the case appears to my Committee to apply equally to Calcutta, and even were it deemed desirable to establish in this country a certificated body of adjusters, my Committee think there would be difficulty in arranging for the examination of candidates, so as to provide for the selection of only those persons who are thoroughly competent. They do not, therefore, at present see their way to recommend any enactment such as the memorialist would appear to desire.

NEW INDIAN RAILWAY BILL.

The Chamber having been asked by a Circular from the Government of India, to express its opinions upon the New Indian Railway Bill, replied at length in April of last year.

No. 113 R. T.

Fort William, February 10, 1885.

THE undersigned is directed to invite attention to Government of India, Public Works Department, Resolution No. 1063 R. T., dated 5th November 1884, forwarding the draft of a New Indian Railway Bill for opinions, prior to its consideration in detail by the Legislative Department of the Government of India, and to request the favor of an early reply.

From Chamber to Government of India.

Calcutta, April 24th 1885.

I AM desired by the Committee to make the following remarks on Resolution No. 1036 R. T., dated Simla, November 5th 1884, forwarding for their opinion the draft of the new Indian Railway Bill. Having deferred their reply till now, the Committee have had the advantage of considering the criticisms lavished in the United Kingdom on the Railway Rates and Charges Bills introduced this Session to Parliament. These Bills, in consequence of the bitter hostility provoked by them, the Railway Companies are believed to have abandoned.

Taking the Sections in order, the first one on which I have to remark is Section 9, Clause b :

In this a proviso should be inserted to the effect that an inspector, before summoning any person that he wants to examine, should satisfy himself that the absence of the person wanted, will not cause any interruption to the due performance of the work for which that person is responsible.

Section 16.—That a Railway shall not be entitled to any minerals, &c., " except by virtue of an express stipulation to that effect," is right, save that the exception may be unguardedly granted. The grave abuses, and

far-reaching disastrous consequences arising from a Railway Company owning and working coal mines, is well illustrated in the case of the East India Railway. If this Railway were dependent on private enterprise for coal, they could not afford to disregard the legitimate demands of the public, and charge, as they now do, exorbitant and killing rates on the conveyance of coal to Howrah, upwards of thirty per cent. above the rate of freight on wheat in the Punjab, where fuel for locomotives is more costly. As I pointed out to you in my letter dated the 17th instant, in answer to your enquiry of the 19th ultimo, why the proprietors of Bengal coal could not supply the State Railways in Burmah and Madras, the demands of the East India Railway hinder the development of Railway enterprise in those parts to an extent which would be disastrous in the event of war cutting off the supplies of fuel from Europe. If the East India Railway were not independent of the Coal Companies, but had to arrange a *modus vivendi* with them, while there is adequate competition among the Coal proprietors to prevent extortion on their part, the Railway Company could be compelled to give their customers fair rates of freight for coal.

Section 19, *Clause ii.*—Five years seem too long a time after the opening of a Line, for the Railway Administration to be held responsible for expenditure in providing further accommodation for the use of adjacent land-owners,

Sections 26, 27, 28, 29.—The Government Telegraph Officials seem to be given too despotic a power of acting independently of the rights and interests of any Railway Company on whose property they may enter.

Section 56, *Clause a.*—Why should paupers and prisoners be carried second class at the lowest fares?

Section 64, *Clause i.*—The powers here given are open to abuse if not limited in some way; the Governor-

General in Council is practically represented by the officer in charge, for the time being, and such officers are liable to frequent change, and, as often happens, each succeeding officer may have a crotchet of his own, which he insists on having carried out at the Railway Company's expense, causing serious loss to the Company, and little or no benefit to the public.

Section 69.—Provision ought to be made for regular goods trains just in the same way as for passenger trains.

Section 74.—This will require careful management There are persons who cannot avail of this accommodation while a train is in motion, supervision is therefore essential to prevent stations being so fouled as to render travelling impossible.

Section 76.—Why limit the power of the Governor-General in Council to reduce rates to not below $\frac{1}{7}$th pie per maund per mile? On the Punjab, Northern and Indus Valley Railways $\frac{1}{7}$th pie per maund per mile is now established as the freight on Wheat. The statistics of Indian Railways for half-year ended 30th June 1884, give the average cost of hauling a goods unit (one ton) one mile at 6.18 pies and 2·78 pies on these lines, respectively, against, on the East India Railway 2.52 pies. The reduction in cost of haulage, I am to submit, has not reached finality, and to name an universal limit is a reduction to the dull level of mediocrity, which in the case of railways converging on Calcutta, would deprive this port of the natural advantages it possesses from convenient Coal-fields and approaches through a level country.

Section 80.—" Terminal charges." This is most objectionable. It has never been made lawful in England. Mr. Chamberlain's Railway Regulation Bill, 1884. Section 21, is the only authority for its introduction into the new Indian Railway Bill, but its presence is fatal to any Bill submitted to Parliament. The London

Chamber of Commerce has presented a petition to the House of Commons against the Bills of the Railway Companies in which the leading paragraph runs :

"That the said Bills propose to authorize the said "Companies to charge undefined sums in addition to the "maximum rates for the cost of, and expenses incurred "at, stations, thereby introducing a principle at variance "with the uniform practice of Parliament in fixing maximum "rates, and imposing upon traders an unjustifiable "expense in litigation in order to ascertain the amount "legally chargeable for the conveyance of goods and "cattle, and practically rendering the maximum rates "useless, and no longer a protection to the public using "the said Railways."

Fifty-three Chambers of Commerce have adopted concerted action to oppose the Bills of the English Railway Companies chiefly on account of the obnoxious "Terminal charges;" and I find Mr. Chamberlain, himself, replying to an influential deputation from Manchester on March 19th, said :

"He gathered from them that the Bills now before "Parliament offered no basis for a satisfactory settlement "(Hear, Hear) ; and he had no hesitation in saying that "if they were pressed to a second reading, he should "oppose them (Cheers)."

In evidence before a Committee of the House of Commons, on June 29th, 1883, Mr. Geo. Findlay, the General Manager, stated that the cost of the L. and N.-W. Railways' goods stations were : at Manchester £877,000, and at Liverpool £1,993,000, and that the mere cost of labour in handling the traffic would be 1*s.* 8*d.* and 1*s.* 7¾*d.* per ton, respectively, to which should be added to include interest on stations 8¼*d.* and 7¼*d.* per ton, respectively, or for

Terminals in Manchester 2*s.* 4¼*d.* per ton.
Liverpool 2*s.* 3*d.* „

This frank confession gave great impetus to the popular clamour for the Manchester Ship Canal.

But, whatever reasons may be urged in favour of terminal charges in England where the lead is short, and the area occupied by stations of immense value, they cannot have any weight in this country; and in this connection I am desired to point out the grievous loss inflicted on traders by the system of demurrage.

Demurrage may be perfectly legitimate in principle, but in practice it is frequently an engine of great oppression. Innumerable difficulties arise to prevent the removal within 48 hours of goods sent to the Howrah terminus intended for immediate shipment. Among the causes of detention are the following :—

(1.) Absence of Railway receipts, owing to the natives up-country not understanding the urgency of despatching them at once, there probably being three or four hands for the receipts to pass through in Calcutta.

(2.) Buyers' vessels not being ready to take the produce immediately on its arrival.

(3.) The goods not fulfilling the conditions under which they were sold and requiring to be repacked.

There is no reason why goods should not be discharged from wagons into godowns immediately on arrival, an kept there for a week or ten days at a moderate rental. This would be an inestimable boon to exporters.

Reverting to the Bill Section 93, I am desired to take exception to the exemption of railways from the operation of the Carriers' Act, and I submit that the very strong agitation that now generally prevails, wherever British merchandize is carried, against the exemption clauses in bills of lading for water-borne goods, is a good reason

why the Government of India should extend to the public using railways the protection of the Carriers' Act.

Section 197.—The reasons given in the fourth paragraph of Resolution No. 1036, for cases in which arbitration is to have effect, appear to be convincing.

HOLIDAYS AND HOLIDAY FEES.

Although the working of the trade of the Port has undergone great changes and the quick despatch of vessels is now a rule, still the Custom House has neglected to suit itself to the change. The matter is one which affects all directly connected with the shipping, and on a representation reaching the Chamber of a character to show that opinion was very strong against the way in which the Custom House levies fees for working on holidays, the Committee addressed the following letter to the Local Government :—

From Chamber to Government of Bengal.

Calcutta, 16th April 1886.

A representation from the leading firms interested in shipping, has drawn the attention of the Committee of the Chamber of Commerce to the question of the holidays sanctioned by Government, and to the fees levied by the authorities of the Custom House for working on such days. In dealing with the subject of this representation, my Committee, in the first place, addressed the Collector of Customs. The correspondence which passed is annexed to this communication, and will show that the mercantile community have legitimate grounds of complaint. This is the more apparent, as from the letter, dated 5th March 1885, addressed by the Board of Revenue to the Commissioner of Orissa—a copy of which is also annexed—it

will be seen that the Board concede the principle, that if a Customs officer be employed on extra work on special days, only such a fee should be levied as would be sufficient to cover the charges incurred on account of such officer.

From an advertisement which was published in the local newspapers on the 17th December last, the following holidays are those sanctioned by His Honor the Lieutenant-Governor :—

Sree Punchomi ...	... 9th and 10th February.
Dole Jatra ...	... 20th March.
Cheyt Sankranti ...	... 12th April.
Easter Saturday ...	... 24th April.
Empress' Birthday...	... 24th May.
Dushhahara ...	... 11th June.
Junmo Ostomee ...	... 23rd August.
Mohaloya ...	... 27th September.
Durga and Lukhi Poojahs	... 2nd, and 4th to 9th October, and 11th to 13th October.
Kali Poojah ...	... 26th and 27th October.
Juggodhatri Poojah	... 5th and 6th November.
Christmas Holidays	... 22nd 23rd & 24th December.

Christmas Day ; all Sundays ; New Year's Day ; Good Friday.

On these days it is notified that the Custom House will be closed for the transaction of business, and except on the payment of certain fees, varying in the different Ports of the Province, no vessels in any of the Bengal Harbours will be permitted on these days to carry on their ordinary work. It would appear from the correspondence with the Collector of Customs, that the Custom House regards it as a concession that a vessel should only work in Calcutta on New Year's Day, Good Friday and Christmas Day, upon payment of the excessive fee of Rs. 100, by each vessel applying for the permission.

In former years when, as a rule, vessels remained in Harbour several weeks, when the telegraph was not in

operation, when railways had not penetrated the great producing districts of India, when freights were high, commissions large, and margins for profit broad, time was not of the consequence it is to-day. It was not then a matter of urgency to give vessels, and especially steamers, the quickest possible despatch. As a consequence, the occasional suspension of the work of such a Port as Calcutta, because of sanctioned holidays, although even then ground for complaint, was not productive of that inconvenience, and even loss, which are now frequently the result of the occurrence of a public holiday. Time is now a matter of constant and serious moment to merchants and ships' agents alike. The question which has arisen, is whether, under the altered circumstances of trade and with the abolition of duties on imports, there are not good grounds for reconsidering the power held by the Custom House of putting a stop on certain days, to the work of the Port, except upon the payment of heavy fees. My Committee hold the opinion that the sea-borne trade of Bengal ought to be as free from restrictions and obstructions as the inland steamer trade, or the railways. The Government must, of course, make regulations for the protection of the revenue and for the collection of necessary statistics. My Committee, however, do not see why these regulations should not be framed with a direct view to the convenience of trade. At present trade is compelled to adapt itself to the convenience of the Government establishments. There seems to be no good reason which can be urged against the suggestion that the Custom House should never be completely closed on ordinary holidays, and that arrangement should be made for the attendance at the Custom House, without charge to the public, of some officer empowered to grant entry and clearance of vessels, and to issue provisional import and export passes for goods. This would allow those vessels which desire to work on holidays to do so without expense and inconvenience. The contention of my Com-

mittee gathers additional force, the more closely the question is examined. There are so many contingencies to be looked to in the loading and despatch of vessels, such as the late arrival of vessels, the state of the tides and the necessity for continuous working in order to secure the despatch of vessels on due dates, that the delays occasioned by the occurrence of holidays and the resulting action of the Custom's authorities produce irritation, inconvenience, and expense, all of which ought to be avoided. Sea-going vessels in the Port of Calcutta ought, beyond question, to be as free as the various railways to work cargo, ballast and coal. All that is necessary is for Government to make a regulation that no dutiable cargo shall be taken in, or put out, by such vessels unless under the authority of the Custom House. Even in this case, the machinery for working such a regulation should be a matter for the Government, and should not be made an excuse for levying fees from the vessels concerned. My Committee would wish to give a few illustrations to show how objectionable is the present system. A steamer which may be loading a cargo of jute for Dundee is allowed to work at her loading, without the intervention of any Custom's officer between 8 A. M. to 5 P. M. But if she work between 5 P. M. and 8 A. M., a Preventive officer must be sent on board, and the ship is then made to pay a fee.

A steamer which may be loading for England is not allowed to take in coal or discharge or load stone-ballast between the hours of 5 P. M. and 8 A. M. without a Custom's officer being present and paid by the vessel. This rule applies to Sundays and holidays. Vessels can work at free cargo on ordinary days without the supervision of a Custom's officer, but on Sundays and holidays the presence of such an officer is ruled to be necessary, and is a source of needless expense to the ship.

Again, in regard to vessels working cargo, and coal or

ballast, between 5 P. M. and 8 A. M. on days other than ordinary days, work is only permitted on application to the Custom House. The frequency of such applications, and the restrictions placed on the working of vessels, are a constant source of worry and trouble to all concerned. If the present rules were relaxed or a more reasonable practice adopted, my Committee have little doubt that a sensible saving could be effected on the present cost of the Preventive Service. The above remarks do not, of course, apply to vessels arriving with cargoes of salt.

Another illustration of the arbitrary and unjust working of the rules, as to fees levied on holidays, is furnished by the treatment experienced by the steamers running under general passes between Calcutta and the Orissa Ports. These vessels are charged, for working on holidays, a fee of Rs. 64, although a Preventive officer never goes near them, and is not sent on board on the occasions for which a fee is charged.

The straining after fees here shown is also exemplified, occasionally, when it becomes necessary for passengers to clear their baggage on a holiday. On a recent occasion, a fee of Rs. 11 was levied, on a single package, from a passenger arriving from England, but the amount was afterwards refunded on a representation being made to the Collector. This case is probably not an exceptional one, and my Committee cannot help drawing the conclusion that, as in the case of the Orissa steamers, the levy of such sums exhibits on the part of the Custom House a misplaced eagerness in the direction of collecting fees.

My Committee consider the revenue is sufficiently protected by the Rules which provide for Export Cargo being covered by Export Passes, before being shipped into boats, and for Import Cargo being covered by Import Passes before being discharged from vessels, or landed at the jetties, or into the Custom House, or other

approved place of storage, where it will remain until a Custom's Pass is procured for its removal. With proper rules in force, and a sufficient Preventive Patrol on the river, such as there is now, my Committee think Government would run no risk whatever, in throwing open the port, except to salt vessels—for work to be done on any holidays. If this were granted, a distinct gain to the trade of the Port would arise by the removal of the restrictions of which complaint is now made.

It will be observed in the letter from the Board of Revenue hereto annexed, that the rule of charging an excessive fee to all vessels working on holidays, cannot be defended, and that, in fact, the principle for which my Committee contend, that Government should bear the small expense needful to keep the Custom House open on ordinary holidays, is almost admitted. Whatever expense might arise from this concession, would be more than recovered by the savings which it would enable the Government to make.

The work of the Port would be greatly facilitated, if a practice followed some years ago in the case of coasting mail steamers were revived and made general. If this were done, a vessel arriving at Saugor on the day prior to a holiday, could be entered Inwards and Outwards, provisionally, by her agents, on the production to the Collector of Customs of the Telegraph Report, announcing her arrival in the river. The advantage to be derived by merchants from such a concession will be apparent, when it is pointed out that it is a common experience for vessels reported at Saugor on Saturday, and arriving in the port that afternoon to be unable to enter at the Custom House and begin work until after mid-day on Monday, and when Monday happens to be a holiday, as it was on 12th instant not till Tuesday. My Committee have given this matter their best attention, and they fail to see any sound reason why the practice here alluded to, should not be made

general and applicable to all vessels choosing to avail themselves of it.

In conclusion, if His Honor the Lieutenant-Governor should be of opinion that he cannot comply with the requests now preferred by the Chamber of Commerce, I am to suggest that His Honor should be pleased to appoint a Committee, on which the Chamber should be represented, to enquire into, and report upon, the whole subject of holidays, and the fees charged in respect of working on such days.

From Chamber to Collector of Customs.

Calcutta, 14th January 1886.

My Committee have directed me to solicit the favour of your supplying them with a statement, showing the fees charged by the Customs Department for working on holidays, and also any special charges levied for working on special days, together with copy of the orders or authority under which the same may be levied from merchants or shipping agents.

From Collector of Customs to Chamber.

No. 471,—*Calcutta, dated the 29th January* 1886.

In reply to your letter of the 14th instant, I have the honour to send you the following information, which the Committee of the Chamber desires to have relative to the fees charged by the Customs Department for working on ordinary holidays and special days, the authority for the charges being shown in the margin.

2. *Preventive Service fees.*

Notification of the 12th July 1870. *Calcutta Gazette* by Government of Bengal.

Before and after the working hours, which are from 8 A. M. to 5 P. M., Re. 1-0-0 per hour.

Collector's order.

Ordinary holidays, Rs. 5-0-0 per day.

On New Year's Day, Good Friday, and Christmas Day, Rs. 100-0-0.

Government of Bengal Notification, dated the 20th March 1882, *Calcutta Gazette* of the 22nd March 1882.

Fees for landing and discharging Salt under *the Salt Rules.*

Import Department.

Fees for work on ordinary holidays :

Collector's order.

Import Entry	...	Rs. 32.
„ Clearance	...	„ 32.

Export Department.

Fees for work on ordinary holidays :

Collector' order.

Export Entry, outwards	Rs. 32.
„ Clearance	„ 32.

Import and Export Departments.

Fees for work out of hours on ordinary days.

For each application for work after 4-30 P. M., and on Saturdays after 2-15 P. M., the fees are—

Collector's order.

For every Inward Entry	...	Rs. 16.
„ „ Clearance	...	„ 16.
„ Outward Entry	...	„ 16.
„ „ Clearance	...	„ 16.

If the Assistants are detained in office after 5 P. M., and on Saturdays after 3 P. M., an additional fee of Rs. 16 is charged on each account for every subsequent hour.

Wharf Department.

The fees laid down in Notification of the 20th August 1885, in the *Calcutta Gazette*, dated the 26th August 1885.

Government of Bengal.

The Custom House is never opened on New Year's Day, Good Friday, or Christmas Day.

3. With reference to the fee of Rs. 100 charged for work on New Year's Day, Good Friday, and Christmas Day, I have the honour to point out that formerly work

was rigidly prohibited on those days. For the convenience of the mercantile firms this rule was relaxed in practice ordinary holiday fees being at first charged. So many ships applied to work under those conditions, that the Preventive Service complained of the hardship to them and pressed for a return to the old practice under the rule. As a compromise, the fee of Rs. 100 was then instituted, and it has had the effect of stopping work, except in a few urgent cases, and at the same time handsomely remunerating the few Preventive officers who have, under the arrangement, to work on these holidays. If the amount of the fee, however, gives dissatisfaction, as I have gathered it sometimes does, it would be in every way preferable, as far as this Department is concerned, that we should return to the old practice under the rule which strictly prohibits all work on the days in question.

From Chamber to Collector of Customs.

Calcutta, 2nd February 1886.

I am instructed to acknowledge receipt of your No. 471 of the 29th ultimo, furnishing certain information as to the fees to be paid on holidays, asked for in my letter to your address of January 14th. While thanking you for the information now given, my Committee would like to know if by "ordinary holidays" are meant only those notified by the Local Government, and what holidays, bearing in mind such notification, are considered other than "ordinary"?

Further, some of the fees imposed are stated to be levied in obedience to the "Collector's order." My Committee direct me to enquire under what authority such orders are passed, and whether they have, or any of them, been confirmed by the Government of Bengal.

On the other matters treated of in your favour under reply, my Committee for the present reserve such remarks as they might wish to make.

From Collector of Customs to Chamber.

No. 506,—*Dated Calcutta, the* 3*rd February* 1886.

In reply to your letter, dated the 2nd instant, I have the honour to state that by "ordinary holidays" are meant those notified in the *Calcutta Gazette* by the Local Government. New Year's Day, Good Friday, and Christmas Day, are not considered "ordinary" holidays.

2. The fees stated as levied under the "Collector's orders," are some of them of very old standing, but as far as I can ascertain, they have none of them been referees to the Government of Bengal.

From Board of Revenue to Commissioner of Orissa.

Dated Calcutta, the 5*th March* 1885.

Customs.
H. A. Cockerell, Esq., C S. I

With reference to the correspondence ending with your letter No. 213, dated 16th February 1885, on the question, whether a Preventive officer can levy a fee of Rs. 5 from each of the vessels (where more than one, and whether belonging to the same, or different Companies) requiring work to be done on a holiday or Sunday, when as it sometimes happens 5 or 6 vessels clear on a single holiday. I am directed to state that the Board agree with you in thinking, that only one fee should be charged, if one Preventive officer is deputed for each holiday, irrespective of the number of vessels that clear on that day, and of the question as to proprietorship.

EXTENSION OF RAILWAYS IN INDIA.

THE Committee have followed up the action noted in last year's Report of memorialising the Viceroy, by an endeavour to interest the English

mercantile community in the great question of developing, as rapidly as possible, the railway communications of India.

From Bengal Chamber of Commerce to the Secretaries to the Associated and other Chambers of Commerce of Great Britain and Ireland.—Calcutta, 4th February 1885.

In view of the approaching Parliamentary election, I am desired by the Committee of the Chamber to ask your aid in impressing on all candidates for the representation of commercial constituencies in Great Britain and Ireland the very great importance of the further development of India. I am to say that they hope that the fact of India being altogether unrepresented in the Imperial Parliament, will be considered sufficient excuse for thus addressing you. It is known to you that this great country seldom receives in Parliament the attention which the important subjects connected with it require.

It has been said that such neglect of Indian business is probably as much due to the present bureaucratic constitution of the Indian Government as to any other cause, and that Parliament has learnt by experience that the majority of Indian debates in the House are weary discussions of the grievances, actual or alleged, of officials belonging to the various services. It must be admitted that it is rarely, indeed, that discussion arises in Parliament on subjects connected with the commercial development of this country and the improvement of the condition of its people, and that, in fact, some small public work in London, such, for example, as the ventilation of the underground railway, can command more attention from the House of Commons in a session than all the business of India put together, important and varied in character though that business be.

It appears unnecessary to point out to you that India presents a great field for the extension of trade and com-

merce with the old country. A perusal of the trade circulars of commercial houses in business centres at home will have satisfied you, as it has the Committee of this Chamber, that business men are keenly alive to the fact that the commercial development of this country means increased trade to the great manufacturing industries, to the mills, factories, dye works, and print works of Lancashire and Lanarkshire, to the producers of, and workers in, iron, to the owners of ships, the builders of them, and others.

But trade and commerce between India and England cannot be expanded in the degree required, without a more determined move to increase and extend commercial lines of railway in India. The exertions of Chambers of Commerce at home and here were rewarded in the last session of Parliament by the appointment of a Select Committee on East Indian Railways, who arrived at two important conclusions, long before arrived at by the commercial community, *viz.*:—

1*st.*—That the present amount of borrowing for the construction of public works in India might safely be enlarged.

2*nd.*—That the bulk of the railways to be made should be self-supporting, and not form a burden on the tax-payer.

And it is of great moment to see that these conclusions are promptly acted on; that the India Council be brought to understand that for the India of the present day it is necessary to move faster than for the India of half a century ago.

It appears to my Committee that at the present time the Government of India is inclined to attach primary importance to the construction of military lines, such as the Quetta Railway now being made, and it is believed

that the further extension of the military system is in contemlpation. The Committee of the Chamber fully recognize the great importance of adequate military protection, and are far from desiring to see important works of this nature set aside in order to make way for purely commercial lines, but they are equally decided in the opinion that, on the other hand, commercial lines should not be held in abeyance in order that the military system may be perfected. The military and commercial lines should, in my Committee's opinion, be pushed on side by side with equal vigour; and if any argument in favour of this view, further than the acknowledged importance of developing the resources of the country as rapidly as possible, be needed, it may be demonstrated that in pushing forward commercial lines and so enriching the country, the Government will be increasing the power of the tax-payer to bear the burden of the maintenance of the military lines which can never be productive. My Committee are inclined to fear that, owing to the opinions adopted by the India Council, this view of the case will not have due weight, that military lines will be pushed on to the comparative exclusion of commercial lines, and in fact that though more money may be borrowed for the construction of public works, there will be little or no more money available for commercial lines, so that so far as the prompt development of the resources of the country is concerned, the work of the Select Committee will prove abortive. It is to guard against this evil that I now address you, and, from what I have written, my Committee think it will be plain to you that some pressure must be brought to bear upon the India Council, if the labors of the late Select Committee are not to be in vain; and that they be not permitted to be in vain, I am to ask if the Associated Chambers of Commerce can see their way to educating commercial constituencies to take pledges from candidates desiring to represent them.

1*st*.—To insist on the recommendations of the Select Committee for Indian Railways of the Session 1884, being practically carried out.

2*nd*.—To demand a Royal Commission of Enquiry into the working of the Council of India.

The desirability of taking the second pledge stated will no doubt be clear to the Associated Chambers, for they know what a change has taken place in the commercial importance of this country since the India Council was appointed 30 years ago. Yet, notwithstanding the expansion of commerce, commercial interests are still represented by only one member. The return of the members of the Council of India presented to Parliament and printed by the House of Commons on 4th July 1884, copy of which is annexed, showed the Council to be constituted of—

7	Indian civilians.
5	Military men.
1	Barrister.
1	Banker.
14	

All, with one exception, were retired Indian officials unconnected with commerce in any way, and the single exception had never been in India. With a Council so constituted, it is not to be wondered at that commercial interests have not received more consideration. My Committee are pleased with the recent commercial appointment to the Council, but the interests of commerce would not be over-represented if one-half of the members were required to be commercial men ; and further, the various Chambers of Commerce in the United Kingdom should be consulted when commercial members are to be appointed, so as to ensure that the Council be strengthened by men likely to advance commercial interests.

If no such radical change in the constitution of the Council can be secured, perhaps it may at least be possible to obtain the publication of minutes of the proceedings in all ordinary business, and a larger representation in the Councils both in England and in India. This would tend to the formation of a healthy public opinion in all that relates to this country, and probably lead to the investment of more European capital in it.

In conclusion, I am to say that the commercial resources of this country are almost limitless, and only require to be developed; and I have already pointed out the important help which the developing of them will give to industries now in a depressed state in the mother country.

Hoping, then, that the Associated and other Chambers of Commerce may see their way to further the views of my Committee, and soliciting an exchange of views, &c.

ANNEXURE.

RETURN of the MEMBERS of the COUNCIL OF INDIA, showing their Names, Ages, Professions, the Period of their Residence and the Nature of their Service in INDIA, the Date of their Appointment to the Council, and the Nature of their Tenure of Office:—

NAMES.	Ages.	Professions.	Period of Residence in India.	Nature of Service in India.	Dates of Appointment to Council.	Nature of Tenure of Office.
Sir Robert Montgomery, G.C.S.I., K.C.B., LL.D.	74	Bengal Civil Service.	1828 to 1865	Revenue, Judicial, and Administrative Appointments,— Commissioner of Lahore, and Member of the Board of Administration, Punjab. Chief Commissioner of Oudh. Lieutenant-Governor of the Punjab.	21 September 1868...	During good behaviour, under Act of 1858, 21 & 22 Vict. c. 106, s. xi.
Sir Frederick James Halliday, K.C.B.	77	Ditto ...	1825 to 1859	Revenue, Judicial, and Administrative Appointments,— Secretary to the Board of Revenue. Secretary to the Government of Bengal, Judicial and Revenue Departments. Secretary to the Government of India, Home Department. Member of the Governor-General's Council. Lieutenant-Governor of Bengal.	30 September 1868...	Ditto Ditto.

Major-General Sir Henry Creswicke Rawlinson, K.C.B., LL.D.	73	Bombay Army.	1827 to 1856	Military, Political, and Diplomatic Appointments,— Political Agent, Kandahar. Consul and Consul-General, Baghdad. Minister Plenipotentiary at Teheran.	Director of the East India Company, 10th April 1856; Member of Council, 2nd September 1858: retired in 1859 on appointment as Envoy to the Court of Persia; re-appointed, 9th October 1868.	During good behaviour, under Act of 1858, 21 & 22 Vict. c. 106, s. xi.
Sir Henry Sumner Maine, K.C.S.I., LL.D., D.C.L.	61	Barrister.	1862 to 1869	Law Member of the Council of the Governor-General of India.	2 November 1871 ...	Ten years under Act of 1869, 32 & 33 Vict. c. 97. For life under Act of 1876, 39 Vict. c. 7.
The Honourable Edmund Drummond.	70	Bengal Civil Service.	1833 to 1868	Revenue, Judicial, and Administrative Appointments,— Accountant-General to the Government of India. Auditor-General. Government Director of the Bank of Bengal. Secretary to the Government of India, Financial Department. Lieutenant-Governor, North-Western Provinces.	9 February 1875 ...	Ten years under Act of 1869, 32 & 33 Vict. c. 97.
Sir Barrow Helbert Ellis, K.C.S.I.	61	Bombay Civil Service.	1842 to 1875	Revenue, Judicial, and Administrative Appointments,— Member of Council of the Governor of Bombay. Member of Council of the Governor-General of India.	14 July 1875 ...	Ditto ditto.

Colonel Henry Yule, R.E., C.B.	64	Royal Engineers (Bengal.)	1838 to 1862	Military, Survey, and Public Works Appointments,— Secretary to the Government of India, Public Works Department.	23 October 1875 ...	Ten years under Act of 1869, 32 & 33 Vict. c. 97. For life under Act of 1876, 39 Vict. c. 7.
Sir William Muir, K.C.S.I., LL.D., D.C.L.	65	Bengal Civil Service.	1837 to 1876	Revenue, Judicial and Administrative Appointments,— Secretary to, and Member of, the Board of Revenue, Agra. Secretary to the Government, North-Western Provinces. Foreign Secretary to the Government of India. Member of the Legislative Council of India. Ordinary Member of the Governor-General's Council. Lieutenant-Governor, North-Western Provinces. Finance Member of Council of the Governor-General of India.	28 November 1876...	Ten years under Act of 1869, 32 & 33 Vict. c. 97.
Robert Anstruther Dalyell, Esq., C.S.I., C.I.E.	53	Madras Civil Service.	1850 to 1876	Revenue, Judicial, and Administrative Appointments,— Member of the Revenue Board. Revenue Secretary, and Chief Secretary to the Government of Madras. Chief Commissioner of Mysore. Member of the Legislative Council of India.	1 November 1877 ...	Ditto ditto.
Lieutenant-General Charles Foster, C.B.	66	British Army...	1836 to 1846 and from 1857 to 1859	Military	22 July 1878 ...	Ditto ditto.

Lieutenant-General Richard Strachey, R.E., C.S.I.,	66	Royal Engineers (Bengal)	1836 to 1875 and from 1877 to 1879	Military and Public Works Appointments,— Secretary to the Government of India, Public Works Department (Railway and Irrigation.) Member of the Legislative Council of India. Member of the Council of the Governor-General of India. President of the Famine Commission.	5 January 1875 ... Re-appointed 11 March 1879 ...	Ten years under Act of 1869, 32 & 33 Vict. c. 97. For life under Act of 1876, 39 Vict. c. 7.
Bertram Wodehouse Currie, Esq.	56	Banker ...	nil.	nil	11 December 1880...	Ten years under Act of 1869. 32 & 33 Vict. c. 97.
The Honorable Sir Ashley Eden, K.C.S.I., C.I.E.	53	Bengal Civil Service	1852 to 1882	Revenue, Judicial, and Administrative Appointments,— Secretary to the Government of Bengal., Chief Commissioner of British Burmah. Acting Member of the Council of the Governor-General of India. Lieutenant-Governor of Bengal.	24 April 1882 ...	Ditto ditto.
Major-General Sir Peter Stark Lumsden, K.C.B., C.S.I.	55	Bengal Army ..	1847 to 1883	Military and Political Appointments,— Resident at Hyderabad. Adjutant-General and Chief of the Staff in India.	1 December 1883 ...	Ditto ditto.

India Office, June 7, 1884.

CHARLES C. PRINSEP, *Statistical Reporter.*

But while endeavouring to form public opinion in England on this subject, the Committee did not overlook the necessity for keeping it before the Government of India.

From Chamber to the Government of India.

Calcutta, 6th January 1885.

Referring to para. 33 of the Report of the Select Committee on Indian Railways, I understand that whilst expressing an opinion that the present limit of borrowing 2½ millions per annum might safely be enlarged, it was considered that the full responsibility of deciding upon the amounts to be borrowed from year to year should rest with the Secretary of State in Council.

I have now the honour to enquire whether any decision has yet been intimated by the Secretary of State on this important point, and what increase on the previous limit of 2½ millions per annum he is prepared to authorise.

If there be no objection, the Committee of the Chamber will be glad to receive the above information, and to learn from you how any decision which may have been arrived at, will be likely to affect the development of railways in India.

Government of India to Chamber.

No. 15 R. C.—*Fort William, 11th February* 1885.

Referring to your letter of the 6th January 1885, I am directed to forward, for the information of the Committee of the Bengal Chamber of Commerce, a copy of Public Works Department, letter No. 1087 R. C., dated 19th December 1884, to the Secretary to the Government of Bombay, replying to questions of the Bombay Chamber regarding the construction of certain railways.

2. I am to add that the Government of India regrets that it is not at present in a position to afford further

information on the subject of the extension of railways in this country.

DOCUMENTS ACCOMPANYING.

Copy of Public Works Department, No. 1087 R., C., dated 19th December 1884.

Copy of Letter No. 1087 R. C., dated the 19th December 1884, from the Secretary to the Government of India, Public Works Department, to the Secretary to the Government of Bombay, Public Works Department.

I am directed to acknowledge the receipt of your letter No. 2103 of the 14th November 1884, and to reply, as follows, to the questions of the Bombay Chamber of Commerce :—

I. The Government of India understands that Her Majesty's Secretary of State for India is in communication with the promoters of a Company for the construction of the Bhopal Jhansi-Gwalior-Cawnpore Line, and meanwhile the construction of a section of the system from Cawnpore to Kalpi is in hand as a 5′ 6″ Gauge Line.

II. The Jhansi-Manickpore Line is at present under construction by Government as a 5 6″ Gauge Line, but it is understood that this line will be included in the system to be undertaken by the Company referred to in I.

III. Preliminary operations are in hand for the construction of the Nagpur-Bengal Railway by Government Officers, pending the formation of a Company with the promoters of which Her Majesty's Secretary of State is in communication.

IV. The construction of the Godra-Rutlam Line has been deferred for the present; there is no prospect of its being taken up under existing financial arrangements, until other lines most urgently required have been completed.

2. I am to add that the Kutni-Oomeria section of the Bilaspur-Etawah Line, which is highly important in its probable effect on the price of coal on the Great Indian Peninsula and Bhopal extension railways, has been provisionally begun as a State Line on 5′ 6″ Gauge, pending the formation of a Company to take up the entire project.

From Government of India to Chamber.

No. 462 R. C.—*Simla, 14th May* 1885.

In continuation of Public Works Department No. 157, R. C., of the 11th February 1885, regarding the extension of railways in India, I am directed to state, for the information of the Bengal Chamber of Commerce, that Her Majesty's Secretary of State for India has decided to increase for the present the nominal annual loan for the Public Works in India from 250 to 350 lakhs of rupees, subject to the condition that the latter figure shall cover any additional capital required for the East Indian and Eastern Bengal Railways. The Secretary of State has also decided that certain Frontier Railways, now estimated to cost about 5 crores of rupees, shall be constructed with the utmost speed consistent with economy of construction, their cost being defrayed out of revenue as far as possible, and when that fails, out of the increased annual loan, in preference to other railways in Schedule A, whether required for protective or other purposes.

2. I am to add that negotiations between the Secretary of State and the promoters of the Bhopal-Gwalior-Cawnpore Railway have been in progress for some time, on the basis of the terms granted to the Southern Mahratta Railway Company, and that the same terms have been offered to the promoters of the Nagpur-Bengal Railway. The negotiations for the construction of the Bhopal-Gwalior-Cawnpore project have so far progressed, that the Secretary of State has approved the draft of a prospectus which

the promoters will take the first favourable opportunity of issuing to the public. The result of their endeavours will no doubt influence the course of the negotiations pending with Messrs. Hoare, Miller & Co. for the construction of the Nagpur-Bengal Railway. The present condition of the money-market, however, is obviously not favourable for launching India Railway projects.

AMENDMENT OF THE PETROLEUM ACT VIII OF 1881.

It having been found necessary to bring the provisions of the Indian Petroleum Act into accordance with the English law on the subject, 34 and 35 Vic. Cap. 105, a Bill for that purpose was introduced into the Legislative Council of India by Mr. J. Gibbs, and opinions were called for on its provisions. The Chamber, after consulting with those most interested, considered the proposals of the Government acceptable on the whole, but commented upon a few points on which the Bill seemed to require amendment.

From Government of Bengal to Chamber.

Darjeeling, the 10th April 1885.

I am directed to forward herewith copies of a Bill to amend the Petroleum Act VIII of 1881, with the Statement of Objects and Reasons, and to request that the Lieutenant-Governor may be favoured with an expression of the opinion of the Committee of the Bengal Chamber of Commerce on the provisions of the Bill.

2. It would be convenient if the reply to this letter could be received by the 15th May at the latest.

From Chamber to Government of Bengal.

Calcutta, May 14th 1885.

I have the honour to acknowledge receipt of your letter of the 10th instant, forwarding a Bill to amend the Petroleum Act VIII of 1881, with the Statement of Objects and Reasons, and requesting an expression of the opinion of the Committee of the Chamber of Commerce on the provisions of the Bill.

In reply, I am instructed by the Committee of the Chamber to say that, after references made to several importers of Petroleum, they think the proposed alterations are, on the whole, acceptable, but there is one point to which they beg to draw attention.

Para. 6 (section 7*f*) gives the local Government power to provide in the case of each consignment, which is stated to be of one uniform quality, for the averaging of the results of testing the selected samples.

Para. 7 (A 2) stipulates how certified Petroleum, if found to be dangerous Petroleum, is to be dealt with.

The possibility that a cargo of certified Petroleum might turn out to be a mixed cargo, has evidently not been taken into consideration. This seems to the Committee to be a serious question, since experience has shown that mixed cargoes are occasionally sent from America under a certificate which declares the cargo to be of one uniform quality. It would be a hardship to importers if, on the strength of an unfavourable result obtained by testing a few cases, only the whole cargo was rejected as "dangerous."

The Act should, therefore, contain a short clause stating how mixed cargoes are to be treated, including those which, according to the certificate, are supposed to be of one uniform not dangerous quality.

The Committee suppose it would be left to the local Government to provide under section 7*f*, or perhaps under a new section 7*g* how mixed cargoes are to be tested and that the rules for testing mixed cargoes should be based on the general rules for testing, as set forth in annexure III of the Notification published by the Bengal Government of the 18th July 1882. Under these Rules mixed cargoes would be tested in batches of 5,000 cases which would be passed as not dangerous as long as the test was sufficient, whilst all batches of 5,000 cases, the samples of which did not yield a satisfactory result, would be rejected as dangerous.

If this mode of testing were adopted for mixed cargoes, importers could not complain of any hardship.

TRANSFER OF HOOGHLY PILOTAGE FROM GOVERNMENT TO THE PORT TRUST.

This question is still under the consideration of Government. The correspondence given below will show the change desired by the Chamber of Shipping of the United Kingdom.—

From Chamber of Shipping of the United Kingdom to Chamber.

London, April 22nd, 1885.

HOOGHLY PILOTAGE.

I HAVE the honour to enclose a copy of a letter which has been addressed by this Chamber to Lord Kimberley upon the above matter, and to express the hope that your Chamber will support the suggestion that the Department of Pilotage should be transferred from the Government to the Calcutta Port Trust.

From Chamber of Shipping of the United Kingdom to the Right Honourable the EARL OF KIMBERLEY, *India Office, S.-W.*

My Lord,

HOOGHLY PILOTAGE.

I HAVE the honour to inform your Lordship that at the recent Annual Meeting of this Chamber, the following resolution upon the above subject was unanimously agreed to :—

> "That the Chamber continue to urge the Gov-
> "ernment to cause investigation to be made
> "into the unsatisfactory state of the pilotage on
> "the Hooghly."

In transmitting this resolution to your Lordship, I am directed by the Executive Council to suggest that it would, in their opinion, be very desirable that the Department of Pilotage should be transferred from the Government to the Calcutta Port Trust, which is, they understand, a local Board, representative of all the interests of the Port.

Trusting that this suggestion may commend itself to your Lordship's favourable consideration.

From Chamber to Chamber of Shipping of the United Kingdom.

Calcutta, 19th May 1885.

I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of the 22nd ultimo, enclosing copy of one which had been addressed by your Chamber to the Secretary of State for India, on the subject of the transfer of the Hooghly Pilotage Department from the Government to the Commissioners for making improvements in the Port of Calcutta.

In reply, I am to state that this Chamber has already taken action in this matter, and as no reply has yet been received to the Committee's letter, it is presumed that the whole question is under the consideration of the Government.

HOLMES' PATENT LIGHT.

THE employment of the light sold by Holmes' Marine Life Protection Association, Limited, was one of the matters referred to the Chamber for opinion by Government.

No. 557, Dated Simla, the 5th May 1885.

Endorsed by the Government of India, Department of Finance and Commerce.

Copy forwarded to the Government of Bengal, for favour of report.

From A. BURNS GLEN, ESQ., *Secretary, Holmes' Marine Life Protection Association, Limited, to the Secretary, Marine and Commerce Department, Dated London, the* 17th *March* 1885.

WE have the honour to be referred to you, by the India Office in this city, for a definition of the Act 39 and 40 Victoria, C. 80, sections 21 and 301*a* in the Statute Book, relative to the use of the inextinguishable lights in India, and beg to inquire if, according to your law, it is compulsory—

1*st*, for all British passenger steamers leaving your ports for the United Kingdom ;

2*nd*, for all British passenger steamers engaged in trade on the Indian coasts and on the large rivers.

3*rd*, for British India steamers engaged in the same trade to be provided with these signals.

If not, seeing the importance of the system, it having been adopted throughout the Australian Colonies, as well as in the United Kingdom (see above extract of Act), we would beg respectfully to suggest the introduction of a Regulation in India rendering the carrying of these lights on shipboard obligatory. We now mention that, prior to his departure, we brought the signals specially

under the notice of His Excellency Lord Dufferin, in Constantinople, as well as here, and he promised on his arrival out to give the subject his further kind consideration. We beg to refer to the descriptive pamphlet, with testimonials, &c., sent you by this mail, and we shall be very glad to supply you with lights for experimental purposes, if desired.

Awaiting the honour of your esteemed reply, we are.

No. 894

Copy forwarded to the Secretary to the Bengal Chamber of Commerce, with the request that the Lieutenant-Governor may be favoured with an expression of the Chamber's opinion on the subject.

From Chamber to Government of Bengal.—

Calcutta 9th July 1885.

I HAVE to acknowledge receipt of Mr. Pargiter's docket No. 894 of May 12th, forwarding for an expression of the opinion of the Chamber, copy of a communication addressed by Mr. A. Burns Glen, Secretary, Holmes' Life Protection Association, Limited, to the Secretary to the Government of India, Department of Finance and Commerce.

Mr. Burns Glen suggests the introduction of a Regulation in India rendering the carrying of the inextinguishable lights sold by his Company obligatory on vessels leaving Indian Ports.

It was formerly the practice to make a flame signal of distress by burning a tar barrel on the deck of a vessel. Nearly all vessels now, however, use Calcium Phosphide or Phosphuret of Calcium, which, in contact with water, gives off Phosphuretted Hydrogen gas which ignites spontaneously in contact with the air. I am

to point out that by law the Board of Trade Surveyors in England and the Government Surveyors in India are now obliged to satisfy themselves that all passenger vessels possess the means of making the authorised signals of distress, *viz*, a gun, flames from the deck, and rockets. This rule does not apply to ordinary cargo vessels, no matter where bound. In the case then of passenger vessels, it is already compulsory upon them to be provided with the means of making the "flames on the ship" signal of distress, and as a means of doing so, the use of a patent composition like that referred to above is, as I have said, very general.

My Committee would point out that a chemical substance like Calcium Phosphide cannot always be obtained at the Indian outports, and that a regulation making a particular preparation of the kind indispensable to the equipment of vessels leaving those ports, would result, in very many cases in serious inconvenience, or in the regulation itself remaining a dead letter.

My Committee have had the advantage of learning the opinions of those directly interested in shipping, and would depreeate the establishment of a monopoly of the means of making a well-known signal of distress in favour of Holmes' Marine Life Protection Association, or any other Association, or firm.

PRICE OF GOLD IN CALCUTTA.

THE Chamber having been asked by Dr. Hunter, Director of Statistics to the Government of India, for a return showing the price of Gold, were enabled by the assistance of Messrs. Jardine, Skinner and Co., and Messrs. Saligram Khunnah and Co. to submit the tables to be found below appendix. In acknowledging the receipt of these statements Dr. Hunter said, writing on the 22nd of August 1885, "the statements are exactly what I was in search of and I failed to procure them from any other source."

Statement shewing varying in price of Gold from Bysack corresponding April 1870 to 1885.

1870	Sovereign	Rs.	10	10	0	Pucca Gold	Rs. 16	6 6
1871	Do.	,,	10	14	0	Do.	,, 17	1 6
1872	Do.	,,	10	9	0	Do.	,, 16	10 0
1873	Do.	,,	10	8	3	Do.	,, 16	12 0
1874	Do.	,,	10	13	0	Do.	,, 17	8 0
1875	Do.	,,	11	2	3	Do. China Gold	,, 17	6 6
1876	Do.	,,	11	10	0	Do.	,, 18	4 0
1877	Do.	,,	11	8	6	Do.	,, 18	6 6
1878	Do.	,,	11	13	6	Do.	,, 18	11 0
1879	Do.	,,	12	10	6	Do. China Gold	,, 19	11 0
1880	Do.	,,	12	6	6	Do.	,, 19	1 3
1881	Do.	,,	12	4	6	Do.	,, 19	2 0
1882	Do.	,,	12	3	0	Do.	,, 18	15 3
1883	Do.	,,	12	9	6	Do. English Baton	,, 19	15 6
1884	Do.	,,	12	9	6	Do. China Gold	,, 19	6 3
1885	Do,	,,	12	13	0	Do.	,, 19	15 3

Calcutta Prices of Gold in Rupees (Sicca Weight.)

Months.	1856.		1857.		1858.		1859.		1860.		1861.		1862.		1863.		1864.		1865.	
	China Leaf 100 touch.	Australian Bars 22 carats.	China Leaf 100 touch.	Australian Bars 22 carats.	China Leaf 100 touch.	Australian Bars 22 carats.	China Leaf 100 touch.	Australian Bars 22 carats.	China Leaf 100 touch.	Australian Bars 22 carats.	China Leaf 100 touch.	Australian Bars 22 carats.	China Leaf 100 touch.	Australian Bars 22 carats.	China Leaf 100 touch.	Australian Bars 22 carats.	China Leaf 100 touch.	Australian Bars 22 carats.	China Leaf 100 touch.	Australian Bars 22 carats.
January ..	....	....	16 9 0	14 3 6	16 3 0	14 8 0	16 8 0	15 0 6	16 14 0	15 0 0	16 9 0	14 13 0	16 10 0	14 15 0	16 5 0	14 12 0	15 13 0	14 0 0	15 12 0	14 5 6
February ..	....	....	16 9 0	14 8 0	16 1 0	14 8 0	16 8 0	15 0 6	17 0 0	14 9 0	16 10 0	15 2 6	16 8 0	14 15 0	16 7 0	14 12 6	16 6 0	14 11 6	15 10 0	14 7 6
March ..	....	....	16 15 0	14 6 0	16 0 0	14 8 0	16 14 0	15 8 0	16 0 0	14 9 0	16 9 0	15 0 0	16 6 0	15 1 0	16 8 0	14 12 0	16 8 0	14 11 6	15 12 0	14 7 6
April ..	....	.....	16 3 0	14 8 0	16 0 0	14 8 0	17 4 0	15 9 0	16 11 0	14 15 0	16 10 0	14 14 0	16 6 0	14 15 0	16 10 0	14 13 0	16 10 0	14 13 0	15 12 0	14 7 6
May ..	....	.....	16 1 0	14 8 0	16 1 0	14 12 0	17 0 0	15 1 0	17 2 0	15 2 0	16 10 0	14 12 0	16 4 0	14 13 0	16 12 0	15 1 6	16 5 0	14 10 0	15 11 0	14 5 6
June ...	....	.....	16 5 0	15 0 0	16 7 0	15 0 0	16 15 6	15 1 0	17 4 0	14 15 0	16 4 0	14 9 0	16 3 0	14 13 0	16 14 0	15 2 0	16 3 0	14 9 0	15 13 0	14 6 0
July ..	....	....	16 8 0	14 13 0	16 4 0	14 12 0	17 1 0	15 4 0	17 1 0	15 1 0	16 4 0	14 7 0	16 4 0	14 12 0	16 10 0	14 12 6	16 3 0	14 7 6	15 10 0	14 5 0
August ..	16 0 0	14 3 6	16 13 0	15 6 0	16 5 0	14 11 0	17 3 0	15 7 6	16 13 0	15 1 0	16 6 0	14 14 0	16 4 0	14 10 0	16 11 0	14 13 0	16 8 0	14 10 0	15 9 0	14 6 0
September ..	15 15 0	14 3 6	16 12 0	15 0 0	16 8 0	14 12 0	17 4 6	15 8 3	16 12 0	15 2 0	6 10 0	14 14 0	16 10 0	14 12 0	16 12 0	14 14 0	16 8 0	14 7 6	15 10 0	14 7 0
October ..	15 12 0	14 3 6	15 15 0	14 6 0	16 11 0	14 14 3	17 1 6	15 3 3	16 14 0	15 2 0	16 6 0	14 12 0	16 11 0	14 12 0	16 10 0	14 14 6	16 6 0	14 6 6	15 10 0	14 7 0
November ..	15 11 0	14 3 0	16 2 0	14 8 0	16 11 6	14 15 6	16 10 0	15 1 0	16 14 0	15 0 0	16 8 0	14 14 0	16 9 0	14 12 6	16 7 0	14 14 0	16 3 0	14 8 6	16 0 0	14 13 0
December ..	16 0 0	14 7 0	16 2 0	14 8 0	16 10 6	15 1 6	17 0 0	15 1 0	16 14 0	14 15 0	16 8 0	14 14 0	16 2 0	14 12 6	16 1 0	14 5 6	16 3 0	14 9 0	16 3 0	14 15 6

Months.	1866.				1867.				1868.				1869.				1870.				1871.				1872				1873.				1874.				1875			
	China Leaf 100 touch.		Australian Bars 22 carats.		China Leaf 100 touch.		Australian Bars 22 carats.		China Leaf 100 touch.		Australian Bars 22 carats.		China Leaf 100 touch.		Australian Bars 22 carats.		China Leaf 100 touch.		Australian Bars 22 carats.		China Leaf 100 touch.		Australian Bars 22 carats.		China Leaf 100 touch.		Australian Bars 22 carats.		China Leaf 100 touch		Australian Bars 22 carats.		China Leaf 100 touch.		Australian Bars 22 carats.		China Leaf 100 touch.		Australian Bars 22 carats.	
January ..	16	4	0	14	13	0	16	2	0	14	12	0	16	8	0	15	1	6	16	0	0	14	9	0	16	5	0	14	13	0	16	11	0	15	7	0	17	0	0	15	8	0	16	11	0	15	5	0	17	2	0	15	12	0	17	1	0	15	10	0
February ..	15	13	0	14	9	0	16	0	0	14	12	0	16	12	0	15	9	0	16	10	0	15	2	6	16	5	0	14	14	6	16	15	0	15	9	0	16	8	0	15	0	0	16	11	0	15	6	0	17	1	0	15	11	0	17	7	0	15	15	0
March ..	16	0	0	14	13	0	16	3	0	15	2	0	16	12	0	15	7	0	16	10	0	15	2	0	16	7	0	15	2	0	17	5	0	15	15	0	16	12	0	15	4	0	16	12	0	15	6	0	17	4	0	15	14	0	17	8	0	16	0	0
April ..	16	4	0	14	12	3	16	8	0	15	2	0	16	11	0	15	7	0	16	10	0	15	4	0	16	6	0	15	2	0	17	2	0	15	12	0	16	12	0	15	1	0	16	13	0	15	7	0	17	5	0	15	15	0	17	12	0	16	3	0
May ..	16	4	0	14	3	0	16	9	0	15	4	0	17	6	0	16	0	0	16	12	0	15	2	6	16	8	0	15	4	0	17	3	0	15	13	0	16	13	0	15	5	0	16	13	0	15	7	0	17	0	0	15	7	0	17	14	0	16	2	0
June ..	15	12	0	14	8	0	16	0	0	15	6	0	17	0	0	15	8	6	16	11	0	15	1	0	16	10	0	15	6	0	16	15	0	15	8	0	16	14	0	15	6	0	16	13	0	15	7	0	17	3	0	15	11	0	17	14	0	16	2	0
July ..	15	12	0	14	8	0	16	10	0	15	6	0	16	13	0	15	6	3	16	14	0	15	4	0	16	9	0	15	7	0	16	12	0	15	6	0	16	15	0	15	6	0	16	13	0	15	7	0	17	3	0	15	11	0	17	12	0	16	2	0
August ..	16	2	0	14	14	0	16	12	0	15	7	9	16	13	0	15	8	6	16	12	0	15	5	0	16	14	0	15	9	0	17	1	0	15	11	0	16	13	0	15	4	6	16	14	0	15	7	9	17	6	0	15	13	0	17	12	0	16	3	6
September ..	16	4	0	14	14	0	16	14	0	15	7	9	16	15	0	15	8	6	16	12	0	15	5	0	16	12	0	15	6	0	16	13	0	15	7	0	16	14	0	15	8	0	16	14	0	15	7	9	1	8	70	15	15	0	17	8	0	16	3	6
October ..	16	2	0	14	12	6	16	8	0	15	2	0	16	11	0	15	8	0	16	7	6	15	1	0	16	12	0	15	6	0	16	11	6	15	5	6	16	13	0	15	7	0	17	0	0	15	10	0	17	8	0	16	0	0	17	7	0	16	2	0
November ..	16	8	0	15	2	6	16	4	0	14	13	0	16	10	0	15	5	0	16	7	0	15	0	0	16	11	0	15	6	0	16	13	0	15	7	0	16	15	0	15	7	6	17	0	0	15	10	9	17	8	0	16	2	0	17	10	0	16	3	6
December ..	16		0	15	2	6	16	5	0	14	15	0	16	5	0	14	15	0	16	7	0	14	14	0	16	12	6	15	8	6	16	13	0	15	4	0	16	10	0	15	3	0	17	1	0	15	11	0	17	7	0	16	0	0	17	10	0	16	3	0

Months.	1876.		1877		1878.		1879.		1880.		1881.		1882.		1883.		1884.		1885.	
	China Leaf 100 touch.	Australian Bars 22 carats.	China Leaf 100 touch.	Australian Bars 22 carats.	China Leaf 100 touch.	Australian Bars 22 carats.	China Leaf 100 touch.	Australian Leaf 100 touch.	China Leaf 100 touch.	Australian Bars 22 carats.	China Leaf 100 touch.	Australian Bars 22 carats.	China Leaf 100 touch.	Australian Bars 22 carats.	China Leaf 100 touch.	Australian Bars 22 carats.	China Leaf 100 touch.	Australian Bars 22 carats.	China Leaf 100 touch.	Australian Bars 22 Carats.
January ..	17 11 0	16 3 6	18 6 0	16 6 0	18 7 0	16 10 0	19 8 0	17 14 0	19 5 0	17 8 0	19 8 0	18 0 0	19 6 0	17 11 0	19 10 0	18 2 0	19 10 0	18 2 0	19 14 0	18 4 0
February ..	18 2 0	16 8 0	18 4 0	16 11 6	18 9 0	16 15 0	19 9 6	18 0 0	19 4 0	17 8 0	19 10 0	18 0 0	19 4 0	17 10 0	19 13 0	18 5 0	19 11 0	18 3 0	19 14 0	18 6 0
March ..	18 6 0	16 9 6	18 2 0	16 9 6	18 14 0	16 15 0	19 9 6	18 0 6	19 7 0	17 14 0	19 8 0	17 14 0	19 5 0	17 11 0	19 15 0	18 5 0	19 11 0	18 3 0	20 4 0	18 12 0
April ..	18 6 0	16 9 0	18 0 0	16 8 0	18 12 6	16 13 6	20 2 6	18 1 6	19 7 0	17 14 0	19 6 0	17 12 0	19 5 0	17 11 0	19 4 0	18 3 0	19 9 0	18 3 0	20 12 0	19 4 0
May ..	18 10 0	16 11 0	18 3 0	16 11 0	19 15 0	16 15 0	19 14 0	18 0 0	19 5 0	17 10 0	19 8 0	17 10 0	19 5 0	17 10 0	20 0 0	18 4 0	19 11 0	18 3 0	20 4 0	18 6 0
June ..	18 12 0	17 1 6	18 4 0	16 11 0	18 13 0	16 15 0	19 2 0	17 4 0	19 5 6	17 11 0	19 12 0	17 15 0	19 5 0	17 9 0	20 0 0	18 4 0	19 14 0	18 4 0	20 4 0	18 9 0
July ..	19 12 0	18 0 0	18 8 0	16 14 0	18 14 0	17 0 0	19 2 0	17 7 6	19 6 0	17 11 0	19 10 0	17 13 0	19 5 0	17 9 0	20 0 0	18 4 0	19 12 0	18 3 0	20 2 0	18 12 0
August ..	19 0 0	17 6 0	18 8 0	16 8 0	18 12 0	17 1 0	19 6 0	17 9 6	19 6 0	17 9 0	19 12 0	17 15 0	19 6 0	17 10 0	20 0 0	18 5 0	19 13 0	18 4 0	....	....
September ..	19 0 0	17 7 0	18 4 0	16 6 0	19 1 0	17 7 0	19 5 0	17 8 6	19 7 0	17 10 0	19 12 0	17 15 0	19 5 0	17 8 0	19 12 0	18 3 0	19 13 0	18 4 0	....	....
October ..	19 0 0	17 7 0	18 0 0	16 4 0	19 5 0	17 11 0	19 3 0	17 6 0	19 6 0	17 11 0	19 10 0	17 13 0	19 6 0	17 11 0	19 12 0	18 2 0	20 0 0	18 4 0	....	....
November ..	18 10 0	16 14 0	18 0 0	16 6 0	19 4 0	17 10 0	19 3 0	17 4 0	19 8 0	17 13 0	19 8 0	17 12 0	19 6 0	17 13 0	19 9 0	18 0 0	20 0 0	18 3 0	....	....
December ..	18 0 0	16 0 0	18 8 0	16 10 0	19 6 0	17 12 0	19 5 0	17 6 0	19 6 0	17 13 0	19 8 0	17 12 0	19 8 0	18 0 0	19 9 0	18 1 0	19 15 0	18 4 0	....	....

S. E. J. CLARKE,
Secretary, Bengal Chamber of Commerce.

EMPLOYMENT OF SPECIAL TUGS.

THE British Ship *Reliance* having grounded on the "James and Mary's" on 25th of May whilst coming up the river in tow of the Steam Tug *Court Hey*, a Court of Enquiry was held, which submitted a report in which they recommended that, failing the services of the S. Ss. *Clive* and *Retriever*, vessels of over 2,000 tons should be compelled to employ two ordinary tugs. The suggestion was referred to the Chamber and failed to command its adhesion, and was ultimately dropped by Government.

REPORT.

WE, the members of the Committee, are of the opinion that the grounding of the ship *Reliance* was caused by the steamer *Court Hey* not having sufficient power to recover the ship when she took a sheer in crossing the James and Mary's, but do not attach any blame to either Mr. Branch Pilot Rutherfurd or Captain Collom.

As vessels of the class of the ship *Reliance* are becoming frequent visitors to this port, we desire to bring to the notice of the Marine Authorities, the necessity of making a rule for the guidance, both of the masters of such ships and the pilots in charge.

We respectfully propose that, failing the services of tugs of the description of the steam-ships *Clive* and *Retriever*, all vessels over 2,000 tons should be compelled to employ two ordinary tugs. The rates for such services might be settled by the owners or agents of the said tugs.

JOHN TAYLOR, *Licensed Branch Pilot* ... *President.*
S. RANSOM, *Acting Branch Pilot* ... } *Members.*
EUGENE CHIVERS, *Commander, Ship "Nebo"* ... }

From CAPTAIN A. W. STIFFE, I. M. *Port Officer of Calcutta, to the Secretary to the Government of Bengal, General (Marine Department. No.* 2193, *dated Calcutta, the* 8*th June* 1885.

I HAVE the honour to report the grounding of the British Ship *Reliance* of 2,568 tons, in tow of the tug *Court Hey*, and in charge of Mr. R. C. Rutherfurd, Branch Pilot.

2. The vessel, which is 314 feet long, and one of the largest class of sailing vessels, was endeavouring to pass the James and Mary's at the time of the accident. She was subsequently floated after jettisoning a quantity of salt cargo, and brought up to Calcutta without damage.

3. I have held a Departmental Committee of Enquiry into the occurrence, and the finding of that Committee is, that the accident was due to the insufficient towing power of the steamer, and that no blame attaches to the pilot who, it appears, warned the master that the tug power was inadequate, and requested him to employ one of the two first-class tugs. I concur in the finding, and Mr. Rutherfurd has resumed his duties. The proceedings are submitted herewith.

4. The Committee append a recommendation, in which I concur, that vessels over 2,000 tons should be obliged to take two tugs (unless they engage one of the two first-class tugs) between Diamond Harbour and Calcutta, and I propose that the pilot shall in future require from the commander a statement, in writing, that he is aware of the risk he incurs if he persists in employing insufficient towing power.

5. I am not sure whether this ship has vitiated her insurance by refusing to comply with the pilot's request.

From Government of Bengal to Chamber.

No. 695. *Darjeeling, the 23rd June* 1885.

I AM directed to forward herewith a copy of the proceedings of the Departmental Committee of Enquiry appointed to investigate the cause of the stranding of the British Ship *Reliance*, and to request that you will be so good as to favour the Lieutenant-Governor, at an early date, with an expression of the Chamber's opinion on the recommendation of the Committee that a rule should be framed compelling all vessels over 2,000 tons burthen to engage two ordinary tugs failing the services of a tug of the first-class.

From Chamber to Government of Bengal.

Calcutta, 17th August 1885.

I HAVE to acknowledge receipt of your No. 695 T. M. of 23rd June forwarding copy of the proceedings of the Departmental Committee of Enquiry appointed to investigate the cause of the stranding of the British Ship *Reliance* and asking the Chamber's opinion on the recommendation of the Committee "that a rule should be framed compelling all vessels over 2,000 tons burthen to engage two ordinary tugs failing the services of a tug of the first-class."

I am in the first place directed to point out that the Committee's recommendation goes much further than is to be gathered from the wording of your letter, inasmuch as they have recommended that two ordinary tugs should be engaged not merely "failing the services of a tug of the first-class," as you state, but failing the services of tugs of the description of the S. Ss. *Clive* and *Retriever*. Seeing that the above named vessels are the only tugs of their class at present on the river, any rule, based on the Committee's recommendation, would therefore have the effect of compelling all ships of over 2,000 tons burthen either to engage the services of one of these two boats on

its Agent's own terms, or else to go to the heavy extra expense of engaging two other tugs. It would at the same time practically deprive many really first-class and efficient tugs, boats which are capable, as experience has proved, of towing large ships with perfect safety in ordinary tides, of their first-class, and place them in the category of 2nd-class boats so far as ships of large tonnage are concerned.

My Committee believe that after placing the proposal in this light before His Honor the Lieutenant-Governor, it is scarcely necessary for them to say more than that they are unanimously opposed to it. They have consulted those Members of the Chamber who are connected with shipping, and the replies received show that not only would such a rule tend to double, or at any rate largely increase one of the already very heavy charges of this port, but further, that with the existing number of tugs on the river, it would at times lead to a complete congestion of the shipping, besides being a constant source of vexatious delays, loss of time, and money.

It has been pointed out also that no real cause exists for subjecting shipowners and masters to these evils; that the large vessels referred to are, as a rule, commanded by picked men, who are quite capable of deciding such questions in their own and their owner's interests in consultation with the pilots; and that these ships are, as a rule, of the latest pattern, fitted with the best appliances, and often handier in a tideway than smaller vessels of older build. It is admitted that in certain states of the tide a second tug is necessary in the narrows above Diamond Harbour, but this is not always the case, and the question is one which my Committee submit must be left, as heretofore, to the Captains and pilots to decide in consultation.

My Committee hope that they have advanced sufficient grounds why the proposed rule should be considered unne-

cessary and ill-advised, and they trust that the suggestion of the Court of Enquiry will not be adopted by His Honor, the Lieutenant-Governor. Should, however, the representation now made be deemed insufficient I am to ask that His Honor will do the Chamber the favor to refer the matter back to it before coming to a final decision.

From Government of Bengal to Port Officer.

No. 1398 $\frac{T.}{M.}$, *Darjeeling, the 26th August* 1885.

IN continuation of Government Order No. 696 $\frac{T.}{M.}$ dated the 23rd June last, I am directed to forward herewith for your information copies of the communications noted in the margin, and to state that, under the circumstances represented, it appears to the Lieutenant-Governor to be inadvisable to frame a Rule of the nature suggested by the Departmental Committee of Enquiry appointed in June last, to investigate the cause of grounding of the British Ship *Reliance*.

From the Vice Chairman of the Port Commissioners, Calcutta, No. 1122 dated the 24th July 1885; from the Secretary, Bengal Chamber of Commerce dated the 17th August 1885.

No. 1400 $\frac{T.}{M}$.

COPY forwarded to the Secretary to the Bengal Chamber of Commerce, for the information of the Chamber, with reference to his letter dated the 19th instant.

DARJEELING,
The 26th August 1885.

COMPETITION OF THE EAST INDIAN RAILWAY COMPANY WITH PRIVATE COAL INDUSTRIES.

THIS subject has again occupied a not inconsiderable share of the time of the Committee. Briefly the Coal Companies having mines in the Kurhurbaree district felt themselves aggrieved at an arrangement entered into between the East Indian Railway and the New Beerbhoom Coal Company, by which the two Companies exchanged coal, the Beerbhoom Company supplying the Railway with coal for the lower section of the line, and entering into contracts with consumers, up-country to supply them with coal which it drew from the Railway mines at Giridih. Lord Hartington, when Secretary of State, decided that the Railway Company should endeavour to limit its raisings as closely as possible by its requirements, and that if any small surplus of coal remained, such surplus should be sold by auction at the pit's mouth. The arrangement with the New Beerbhoom Coal Company appeared to be a contravention of this order. The matter was pressed upon the attention of the Government of India by the Bengal Coal Company and Raneegunge Coal Association, as well as by the Chamber. A somewhat lengthy correspondence on the subject was published in the supplement of the *Gazette of India*, No. 57, of Saturday September 12th, 1885. Incidentally the Chamber represented to the Government of India, the excessive rate of freight on coal charged by the

East Indian Railway. The grievance of coal proprietors though abated by the issue of orders prohibiting the exchange of coal above referred to, is not extinguished. Complaints are still made that the Railway Company do not loyally act up to the instructions of Government, and that they evade these instructions with the result that private proprietors find the price of small coal so reduced that stocks accumulate and sales become almost impossible. There are, however, differences of opinion on material points between those most concerned. The Committee have not, therefore, felt themselves in a position to take further action. The matter however should not be lost sight of. It seriously affects the prosperity of a very important industry. The action of the East Indian Railway should, therefore, be watched with care. The whole grievance appears to have arisen from the inability of that Company to recognise that dealing in coal forms no part of its purposes as an undertaking, and its disinclination to abide loyally by the orders of the Secretary of State for India.

From Chamber to Government of India.

Calcutta, 6th February 1885.

In their letter of 23rd of March 1881 the Committee of the Chamber of Commerce submitted, for the consideration of the Government of India, an appeal on behalf of the Coal Companies of Bengal, against the action of the East Indian Railway Company, in producing supplies of coal from their coal fields greatly in excess of their own requirements, and in disposing of such surplus to

other coal-consuming concerns, thereby seriously affecting the interests of the proprietors of commercial Companies.

In support of that representation, the Committee of the Chamber submitted ample justification for the course which they adopted in endeavouring to protect private properties from the consequences of unlawful competition by the Railway Company; they emphatically declared against a violation of a special clause of the contract between the Company and Her Majesty's Secretary of State for India, which provided that "the Company shall not, during the continuance of this contract, without the sanction of the Secretary of State in writing first obtained, engage in or carry on any business other than the business which is the subject of this contract," which was obviously limited to the proper functions of the Company as carriers by rail and managers of the railway, and to which the Company were restricted by Acts of Parliament under which they were incorporated, as well as by their own Articles of Association.

The Committee's representation having received the consideration which its important nature called for, both from the Government of India and Her Majesty's Secretary of State, a reply dated 16th August 1881 was communicated to the Chamber, which informed them "that Her Majesty's Government had decided that the East Indian Railway Company, as at present placed, in reference to their Act and Contract, cannot lawfully work their collieries except for the purpose of their own undertaking, and for any branch line of railway worked directly by them;" and that orders had in consequence been issued to the Company to regulate their out-put of coal, as far as possible, in accordance with their own demands, and to withdraw from their agreements with other railways for the supply of coal and coke at the earliest date that their agreements would permit, without involving the Company in breach of contract.

The Government's reply further stated—"By a little foresight, it is believed that the sales of surplus coal need not be so large as in any way to affect the interests of the private Companies, but such sales may now and then be necessary, and the inferior descriptions of coal, which are necessarily brought up with the good, will have to be disposed of. However, not more inferior coal will be allowed to be raised than is obligatory in order to get the description of coal required for the undertaking, and in order to prevent all competition in the Calcutta market all sales of coal by the Railway Company have been ordered to take place at the pit's mouth by public auction to the best advantage of the Company." And the Committee were informed, in conclusion, that "by attention to these orders, the Government of India believes that the East Indian Railway Company will not exceed the powers granted them, and all danger of competition with the colliery Companies will be avoided."

The Committee of the Chamber received these authoritative assurances with much satisfaction and in the confident expectation that the action of the East Indian Railway Company would be in entire conformity with the views expressed by Government and the orders that had been issued for the Company's guidance as to their proceedings in the future. But the Committee have to record with much regret and disappointment that this expectation, based on the deliberate orders of Government, has not been realised, since they learn, on unquestionable authority, that the Railway Company have disregarded and evaded the orders which restricted them to their legitimate business by raising coal largely in excess of their requirements, and disposing of such surplus by private bargain, in direct contravention of Government orders, to the detriment of private Commercial Companies.

The grievances of owners of collieries having been fully set forth in a Memorial recently addressed to His Excel-

lency the Viceroy and Governor-General, the Committee desire to confine themselves to an expression of their entire disapproval of the course adopted by the Railway Company, and trust that the State will at once interfere and prevent such increase in an illegal traffic which obstructs the development of the proper functions of private enterprise.

From Chamber to Government of India.

Calcutta, 17th April 1885.

I have to acknowledge receipt of your letter No. 231 of 19th March forwarding Extract from a report by Colonel F. S. Stanton, R. E., of his inspection of the Burmah State Railway.

2. I circulated the extract to all the European Coal Proprietors domiciled in Calcutta, they concur in stating that the high rates of freight charged by the East India Railway on coal to Calcutta, almost preclude the competition of Bengal coal with English coal, even in Calcutta, and consequently render competition with English coal at other Indian Ports quite out of the question.

3. How excessive the Railway freight is compared with what obtains in other countries may be judged from the fact that the freight from Raneegunge to Howrah, 122 miles, is Rs. 3-9-0 per ton, whereas commenting on a recent reduction on the freight on Wheat on the Punjab lines from $\frac{1}{6}$th to $\frac{1}{7}$th pie per maund per mile, His Honor the Lieutenant Governor of the Punjab, in a minute dated the 19th March 1885, points out that the former rate was 20*s*-10*d*. per ton per 1000 miles more than the Railway rates in the West of America, and the coal rate above given is nineteen per cent. above one-sixth pie, and thirty per cent. above one-seventh pie per

maund, per mile. as appears from the following comparison, *viz.*:

Raneegunge	to Howrah 122 miles coal rate Rs. 3-9 per ton		100 %
Do.	do. 122 $\frac{1}{8}$ pie per md. per mile 2-14-3	„	81-14
Do.	do. 122 $\frac{1}{4}$ pie per md. per mile 2-7-11	„	70-0

The Punjab Lines are disadvantageously situated in regard to fuel as compared with the East India Railway; especially that section of it between Raneegunge and Howrah.

5. My Committee are not aware of any reason why freight on coal shall be heavier than on wheat, I am instructed by them to invite your attention to this point, especially as it seems to curtail mining enterprise in Bengal, and to hinder Railway enterprise in Burmah and Madras.

From Government of India, to the Secretary of State for India. No. 59 R., dated, 18th May 1885.

We have the honor to invite your Lordship's attention to the correspondence ending with your Lordship's predecessor's Railway Despatch No. 1, of the 5th January 1882, on the subject of the conditions under which coal should be raised from the East Indian Railway collieries, and, with reference thereto, to forward, for consideration copies of a joint memorial from the Bengal Coal Company, Limited, and the Raneegunge Coal Association, Limited, and of a letter from the Secretary to the Bengal Chamber of Commerce, dated the 6th February 1885, praying that the East Indian Railway Company might be restrained from competing with private enterprise in the sale of coal.

2. In the memorial two grievances are submitted for redress, *viz.*, (1) the sale to other railways of surplus coal from the East Indian Railway collieries, and (2) the exchange between the East Indian Railway Company and the New Beerbhoom Coal Company, Limited, of coal raised from their respective mines at Giridih and Asansol.

3. With regard to the alleged irregular sale to other railways of surplus coal, we forward a letter from our Consulting Engineer for Guaranteed Railways at Calcutta, from which it would appear that the sales hitherto effected by the East Indian Railway Company have not always been quite in consonance with the terms of the contract for working the colliery. In order to prevent any undue competition with Coal Companies, we had previously issued certain instructions,* copy of which we enclose for perusal. On this point, therefore, we shall not at present ask your Lordship to interpose.

* Letter to Consulting Engineer, Calcutta, No. 129 R. T., dated the 14th February 1885.

4. As regards the exchange of coal between the East Indian Railway Company, and the New Beerbhoom Coal Company, Limited, we would beg to invite a persual of the correspondence, marginally noted; and with reference thereto would observe that at the time we brought the matter to the notice of your Lordship's predecessor in our Railway Despatch No. 107, of the 16th September 1881, and obtained His Lordship's decision, as communicated in paragraph 3, of Despatch No. 1, Railway, of the 5th January 1882, we did not, we fear, attach sufficient importance to the effect of the arrangement on parties owning collieries in the vicinity of the East Indian Railway collieries.

Public Works Department letter No. 130 R. T., dated the 14th February 1885, to Solicitor to Government.

Opinion of the Hon'ble the Advocate General, dated the 23rd February 1885.

Public Works Department letter No. 225 R.T., dated the 16th March 1885. to Solicitor to Government.

Opinion of the Hon'ble the Advocate General, dated the 17th March 1885.

5. Such exchange would appear to us to give the New Beerbhoom Company, Limited, who do not possess a colliery at Giridih, the power to compete with those who do, to the extent of the quantity of coal exchanged, and to vitiate *pro tanto* the natural advantage secured by the latter; and consequently to enable coal from the East Indian Railway collieries to be placed in the market to

the detriment of private enterprise. Under the circumstances, we trust, your Lordship will see fit to reconsider and revise existing orders on the subject after communication with the Board of Directors of the East Indian Railway Company.

From Government of India to Chamber.

No. 415RT., Simla, 12th May 1885

I AM directed to acknowledge the receipt of your letter dated 6th February 1885, commenting on the working of their collieries, by the East Indian Railway Company, and in reply, I am to draw your attention to clause 3 of their contract regarding the Working of the Kurhurballee and Serampore coal-fields, under which the East Indian Railway Company can use their discretion as to the way in which they dispose of their surplus or useless coal; but at the same time, I am to inform you that the Government of India has issued instructions with a view to ensuring:

* Copy attached.

(*a.*) That any steam coal sold shall be such as is in quantity *bona-fide* surplus, and not such as can be easily worked off by a moderate reduction in mining and

(*b.*) That the price at which any necessary sales are made shall not be below the ordinary market price.

2. I am further to state that the question as to the legitimacy of the exchange with the new Beerbhoom Coal Company has been again referred to the Secretary of State, and that until the Secretary of State's decision has been received existing arrangements will be continued half-yearly only.

AGREEMENT.

AN AGREEMENT made the 27th day of July, 1882, between the Secretary of State in Council of India of the one part, and the East Indian Railway Company, incorporated by an Act of Parliament passed in the 13th year of Her present Majesty, and intituled "An Act for Incorporating the East Indian Railway Company, and for other purposes," of the other part.

* * * * * *

3. This Agreement is entered into to enable the Company to get and raise coal, stone, lime, clay, and other minerals and earths for the purposes of the undertaking, and lines worked in connection therewith; and, further, the Company shall be at liberty to sell and dispose of, in their discretion, any coal which, having been raised in anticipation of the reasonable requirements of the undertaking, and lines worked in connection therewith, shall be found to be in excess of such requirements, and also any coal not suitable for use on locomotives, or any products from such coal, or any lime, clay or other minerals or earths which it may be necessary to raise for the safe, proper, and economical working of the mines, at such price as may be, from time to time fixed and determined by the Company, with the approval of the Secretary of State.

* * * * *

From Secretary of State for India, to the Government of India, No. 99 R., dated 6th August 1885.

Coal transactions of the East Indian Railway Company.

YOUR Excellency's Railway letter No. 59, dated the 18th May 1885, regarding the coal transactions of the East Indian Railway Company, has received my consideration in Council.

2. The point calling for action in this country owing to receipt of your letter was the existing practice of exchanges of coal between the East Indian Railway and the New Beer-

* Letter to East Indian Railway Company, dated 26th June 1885.

Ditto from ditto, dated 17th July 1885.
Ditto to ditto, dated 6th August 1885.

bhoom Coal Companies, and you will learn from the accompanying correspondence* that it has been decided that the practice in question must be discontinued, as one opposed to the terms of the agreement between Government and the East Indian Railway Company, and that the necessary communication to that effect has accordingly been made to the Company.

3. I am glad to learn from your Excellency's letter that you have issued the necessary instructions to prevent any irregular sale to other railways of surplus coal by the East Indian Railway Company.

From LORD HARRIS, *Under-Secretary of State for India, to the Secretary to the East Indian Railway Company, No.* 1034-85 *P. W., dated 26th June* 1885.

I AM directed to transmit herewith copies of documents which have recently been received from the Government of India, relating to complaints made of the action of the East Indian Railway Company in respect to the disposal of their coal in India.

It will be observed that the Government of India have issued such orders as will obviate any cause of complaint, so far as the sale of surplus coal by the Company, is concerned, but there remains the question of exchange of coal with the New. Beerbhoom Coal Company or any other Company similarly situated, and, before taking this point into his consideration, the Secretary of State will be glad to be furnished with any observations which your Board may have to make on the matter.

From A. P. DUNSTAN, Esq., *Secretary to the East Indian Railway Company, to the Under-Secretary of State for India, No.* 92, *dated 17th July* 1885.

I AM instructed to acknowledge the receipt of Lord Harris' letter of the 26th July, transmitting copies of documents, lately received from the Government of India, on the question of the exchange by this Company,

of coal with the New Beerbhoom Coal Company, and asking for any observations the Board may have to make on the matter.

In reply, I am desired to say that the parties interested in the question under reference are :—

(1.) The East Indian Railway Undertaking;
(2.) The two Kurhurbaree Coal Companies;
(3.) The New Beerbhoom Coal Company;

the fields of (1) and (2) being at or in the neighbourhood of Giridih, miles 206—8 from Howrah; and of (3) in the neighbourhood of Raneegunge, miles 120 from Howrah.

In 1881, it appeared to the Locomotive Superintendent of this railway that it would be advantageous to his department, in the saving of transport charges, when stocking with coal the stations at the lower end of the line, if an arrangement were entered into with the New Beerbhoom Coal Company for mutual exchange of coal, and thereupon that Company undertook to supply their coal to the Railway Company at Asansol (miles 132 from Howrah) in exchange for 12½ per cent. less of Kurhurbaree coal delivered by the Railway Company to them at Giridih.

This arrangement saved to the East Indian Railway Undertaking the carriage of coal from Giridih to Asansol, a distance of 74 miles, and as, during the year 1881, 48,000 tons of coal were thus exchanged (with the approval of the Government), a saving to the Undertaking during that period of over 3,400*l.* was effected, Four-fifths of this amount, or 2,720*l.*, is received by the Government to the benefit of the Indian tax payer.

As to the allegation of the Kurhurbaree Coal Companies, that in exchanging coal with the Raneegunge Coal Company, the Railway Company is "in the habit of selling indirectly to the up-country railways large supplies of its coal," the Board desire me to say that the arrangement above indicated does not involve the raising by the Railway

Company of a single ton of coal in excess of the quantity that would be raised if no such arrangement existed. In the latter case the Railway Company would simply send the same 48,000 tons of coal down the line, although, at a cost, as shown above, of over 3,400*l.* for transport.

But the Kurhurbaree Coal Companies urge that by giving the New Beerbhoom Company coal at Giridih, where their (the Kurhurbaree Companies') fields are situated, the Railway Company enables the New Beerbhoom Coal Company to compete with them for the trade of Upper India in Kurhurbaree coal.

This may be so ; still the general coal interests of India are not prejudicially affected. That which one Indian Coal Company loses, another Indian Coal Company gains, and as it is not contended that the Government of India are the protectors of the Kurhurbaree Coal Companies only, the Board fail to see the equity of the proposal to restrict the output of the New Beerbhoom Coal Company by over 54,000 tons a year, and to impose an avoidable charge of over 3,400*l.* a year on the East Indian Railway Undertaking, with the further result of excluding the New Beerbhoom Coal Company to the extend of 48,000 tons of coal a year from the trade of Upper India, to the advantage of the Kurharbaree Coal Companies to a corresponding extent, and to the disadvantage of the consumer.

The Marquis of Hartington, when Secretary of State for India, appears to have decided, in a Despatch which the Board have not had the advantage of seeing, that the exchange in question is warranted under the circumstances, and the Officiating Advocate-General, Calcutta, has expressed the opinion that " the exchange in question is not open to objection on the ground " that it gives the New Beerbhoom Coal Company, who do not own a colliery at Giridih, an unfair advantage in the competition for the up-country business with other coal

companies who do own collieries there, by multiplying the natural advantage possessed by the latter in a short lead. To this might have been added, that the consumers in Upper India are, doubtless, materially benefited by the introduction of a third competitor for their custom in the trade of Kurhurbaree coal.

The Board apprehend that the contention of the Officiating Advocate-General, that the exchange of these coals is of the nature of barter, and therefore of sale, weighs with the Government of India in constraining them to refer the matter to the Secretary of State. On this point, the Board would observe that, however, much "barter"—which is defined by an admitted authority to be "the exchange of one commodity for *another*,"—may be a rudimentary form of sale, the exchange in question, of one commodity for a similar commodity, does not come within the definition either of barter, which is defined as above, or sale, in which money is paid for the commodity transferred.

The Board submit that there are no grounds on which the Secretary of State can reasonably be asked to terminate the arrangement.

From J. A. GODLEY, Esq., *Under-Secretary of State for India, to the Secretary, East Indian Railway Company, No.* 1300-85 *P. W., dated 6th August* 1885.

I AM directed to acknowledge receipt of the Board's letter No. 92, dated the 17th July 1885, urging reasons for a continuance of the existing practice by which coal is exchanged between the East Indian Railway Company and the New Beerbhoom Coal Company.

The Secretary of State for India in Council has given full consideration to the representations made by the Board.

The practice in question is, no doubt, beneficial to the East Indian Railway Company, but Lord Randolph

Churchill, as well as the Government of India, is advised that it is opposed to the terms of the agreement between Government and the Company.

His Lordship, therefore, is unable to avoid the conclusion that the opinion expressed in Lold Hartington's Railway Despatch to the Government of India, No. 1, of the 5th January 1882, in an opposite sense, cannot be sustained, and regrets that he feels compelled to inform the Government of India that in future nothing should be done directly or indirectly in the way of selling coal to Coal Companies or others, except as arranged under Cause 3 of the Colliery Agreement.

From Government of India to Bengal Coal Company.,

No. 770RT. Simla, 28th August 1885.

In continuation of Public Works Department letter No. 731 R. T. dated 11th August 1885, I am directed to inform you that the Secretary of State has confirmed the orders of the Government of India prohibiting irregular sales of coal by the East Indian Railway Company and has also directed that the practice of exchanges of coal between the East Indian Railway Company and the new Beerbhoom Coal Company be discontinued.

Copy forwarded to the Secretary, Bengal Chamber of Commerce for information, in contimation of Public Works Department, letter No. 415 R.T., dated 12th May 1885.

INCORRECT STAMPING OF PIECE GOODS.

THIS matter has been before the Committee on various occasions. Strong complaints have been made by several firms importing piece goods, that in spite of the understanding which was

come to at the meeting of importers and native dealers held on the 8th December 1884, piece goods of various descriptions were being regularly imported bearing lengths stamped on them considerably in excess of their actual measurement. In one special case a Sub-Committee was appointed to examine some Grey Shirtings and report, when it was found that the goods though stamped "38½ yards" varied in length from 35 yards 2 inches, to 37 yards 19 inches, the average measurement being 36 yards 20½ inches. This case was so glaring that the Committee felt it their duty to report it to the Manchester Chamber of Commerce, which was done. Another case was that of White Scarfs bearing the length stamped in yards of 34 inches, instead of the standard length of 36 inches to the yard. The Committee feel that it is not in their power to do more than most strongly condemn the practice which these cases disclose. The true remedy rests with the purchasers of such goods. If native dealers order goods of a less length than that marked on the stamp of the goods they have only themselves to blame if manufacturers are found willing to supply goods to such orders. Much may be done by the Manchester Chamber to discourage a practice repugnant to all principles of fair dealing, and which tends directly to lower the credit of English manufacturers. But if purchasers will only take goods which come up to the length declared in the stamp they bear, the practice of curtailing the length must inevitably cease. The Committee do not see how they can do more than

strongly reprehend anything of the kind, as without a strong expression of opinion on the subject, and the support of the members of the Chamber, they do not feel justified in asking that the matter be taken up by the Legislature; and short of this, the only course open to them is that which they have followed. In connection, however, with this subject, the Committee have had to recognise a tendency on the part of native dealers to combine, not so much for the purpose of securing a legitimate practice in trade as to obtain, as against the English sellers, petty concessions. The Committee saw much good, however, in the possible united action of the native dealers, provided that action took a recognised shape, and dealt with subjects of interest to all engaged in the commerce of the Port, instead of assuming the objectionable character of a ring or combination, to turn some trade custom to the advantage of native buyers.

With this object in view they addressed the following letter to Messrs. Prankissen Law & Co., through whom they have received such communications from the general body of native dealers as have come to their hands :—

From Chamber to Messrs. Prankissen Law & Co.

Calcutta 1st October 1885.

THE attention of the Committee of the Chamber of Commerce has been drawn to what would appear to be irregular combinations amongst native dealers, for the purpose of securing various minor concessions from Import Merchants.

My Committee understood that the combination amongst native dealers, on which they have had the pleasure to address you on several occasions, was directed to the development of trade, to a better understanding between importers and dealers, and to the doing away with the incorrect stamping of the lengths of Piece Goods. If native dealers feel that they labour under some disadvantage, or that they have a grievance arising out of any trade custom, it would be, in the opinion of my Committee, more convenient and more satisfactory if they expressed their views or their wishes through some recognised and admitted channel. My Committee instruct me to say that they cordially acknowledge the services which you have rendered to the Piece Goods trade in this direction. But you will, perhaps, agree with them when they suggest that native dealers would find it to their interest to form amongst themselves a small Committee of influential representatives to whose judgment any small concession might be submitted, and through whom the views of the native dealers, as a body, might be brought under the consideration of the Committee of the Chamber of Commerce. If the Committee of native dealers and the Committee of the Chamber agreed upon any subject, their agreement might become a custom or a rule of trade, whilst if they disagreed, a proposition on which a difference of opinion might exist would naturally fall to the ground. If matters could be arranged in this way importers would have an opportunity of fairly considering the views of the dealers, and matters would run more smoothly and more pleasantly than where small concessions are demanded by individuals and gradually taken up by the general body in the spirit of gaining some petty advantage. My Committee would beg the favor of your presenting the views contained in this communication to the large body of native dealers with whom you are in communication, and acquainting the Committee with the result.

TRADE WITH TIBET.

EFFORTS have been made of late years to secure more open and free communication with Tibet where the jealousy and exclusiveness of the local officials appear to exaggerate the disinclination of the Chinese to intercourse with neighbouring nations. The resistance to such intercourse experienced on the seaboard of China itself becomes infinitely more dogged and unreasonable at such remote points of the Empire as Tibet. A Mission with Mr. Macaulay for its chief and Mr. A. W. Paul as Secretary, has been formed to visit Lhassa. The recent work of Mr. Macaulay on the Tibet frontier and later at Pekin may, it is to be hoped, now result in breaking down the local official barrier which prevents Tibetans from trade with the countries on the southern side of the Himalayas. The action of the Chamber will be gathered from the subjoined correspondence :—

Extract from a Memorandum on our relations with Tibet by MR. MACAULAY, *Secretary to the Government of Bengal.*

II.

* * * * *

I may observe that there has been a considerable increase in the recorded export of piece-goods, indigo, tobacco and copper and in the recorded import of horses, blankets, musk, and yak-tails, though the figures only represent the trade passing at the times when the registering officers have been present at their stations. I have ample evidence, however, that the most valuable and

portable articles frequently escape notice altogether. Musk, for instance, is a very favourite article of import, the pods selling in Calcutta at Rs. 20 to Rs. 25 each. It is known that there was a rush of general trade in the beginning of the year,—when the passage of goods through Phari was comparatively free,—in consequence of the very large profits said to have been made by those who owned ventures in 1883-84 after the withdrawal of the Nepalese traders from Lhassa. The Pheydong mohurrir appears to have attended to his work in June, as his register shows Rs. 64,000 worth of musk imported in that month. In September the register shows Rs. 14,100. The returns for October and November are blank, and the return for December shows Rs. 6,000. Now Sarat Baboo has produced for me a list of nine men who came through Pheydong in November and December with musk worth Rs. 88,500. Some had silks and bullion as well. The imports of musk alone were therefore not less than Rs. 1,66,600 in the four months of June, September, November and December. The value registered in 1883-84 was Rs. 2,560, and in 1882-83 was *nil*. I have little doubt that the total value of the trade between Tibet and Darjeeling,—apart from the local trade of Sikkim,—is quite ten lakhs of rupees even now.

14. But, as I shall proceed to show, this gives us no indication whatever of the value of the trade that would be carried on if our traders were placed on the same footing as the Nepalese occupy in Tibet. The trade of Tibet with India is now carried on by Nepalese, Cashmeerees and Tibetans. We may leave the Cashmeerees out of consideration, as the trade of India through Ladakh can never be large. The Nepalese are compelled to use the routes through Nepal * * *

The journey from Calcutta to Kathmandoo takes 9 days, and the journey from Kathmandoo to Shigatse takes 28 days. From Shigatse to Lhassa is 8 days' march. The journey from Calcutta to Lhassa by Kathmandoo there-

fore takes over six weeks without halts. Now Darjeeling can be reached in 26 hours from Calcutta. I came in myself in 1877 from the Jeylep Pass to Darjeeling between Thursday morning and Saturday evening, and, had the railway then existed, I could have reached Calcutta at noon on Monday, having had my foot in Tibet at the Jeylep Chorten on Thursday morning. A week would be an ample allowance for a trader with laden coolies or mules from Darjeeling to the Jeylep. From the Jeylep to Gyantse may be counted 7 days, and from Gyantse to Lhassa 6. The journey, therefore, from Calcutta to Lhassa by Darjeeling may be taken at three weeks, or less than half the journey by Kathmandoo. The rates of duty on goods passing north or south across the southern frontier of Nepal vary at the different stations. There is no regular customs establishment, but the vicious system of farming is employed. The effect on trade may be gathered from the remark of the Collector of Mozufferpore :—"The farmers make as much as they can during the term of their lease, and their exactions are passed over unnoticed." It is understood that export and import duties are also levied at Kirong, on the northern frontier. In Sikkim, on the other hand, there are no duties of any kind. It is impossible that a trade through Nepal could flourish with such difficulties to surmount as a tedious journey of six weeks and a harassing system of import and export duties. Why the trade through Darjeeling is so cramped is clear enough. Our merchants not being allowed to settle in Tibet and carry on a regular commerce with correspondents in the plains, the trade remains in the hands of individual Tibetans who have themselves to take charge of their own small ventures. Even they, as we have seen above, are constantly harassed and stopped. What we require is to have our own native merchants stationed in the principal towns with liberty to carry on unrestricted communications with the plains through Darjeeling. If this could be effected,

there can be no doubt that a very large trade would spring up, and English goods would not only have a large market in the valley of the Sanpo, but displace the Russian goods which now, from the facilities they enjoy, find their way into southern Mongolia and Tibet. I have already referred to the statement of the Jongpen of Kamba regarding the demand that exists for European goods. A glance at the map is sufficient to show that, with our railway to Darjeeling, and good roads to the neighbouring frontier, it only requires commercial organization and freedom from obstruction to ensure a flourishing trade between Calcutta and Lhassa.

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15. The chief articles of export from Tibet would be musk, gold, and wool. Of musk I have spoken above. The supply of this article appears to be practically unlimited, as the musk deer abounds throughout the country.

* * * * *

16. The Chinese have a saying that Tibet is both the highest and the richest country in the world. The tradition that the country contains rich mines of gold and silver found expression eleven hundred years ago in a work called Sang-ling (" the secret land ") by the great apostle Padma Sambhava, which is now in the Talè Lama's library at Lhassa. There appears to be little doubt that gold is really plentiful. The profusion with which the metal is used in the adornment of the great temples of Tashi Lunpo, Lhassa and Samye shows that it can be obtained without much difficulty. Turner says—" They find it in large quantities and frequently very pure. In the form of gold dust it is found in the beds of rivers, and at their several bendings, generally attached to small pieces of stone, with every appearance of its having been part of a larger mass. They find it sometimes in large masses, lumps, and irregular veins ; the adhering stone is generally flint or quartz, and I have sometimes seen a half-formed, impure sort of precious stone in the mass." Re-

-garding Western and Central Tibet, one of the Batháng missionaries writes:—" Must it be supposed that Central Tibet is rich in nothing but rocks and mud, when the largest gold-fields actually worked lie to the west, at Thokjalung and Chakchak in the Ngaré province, and on the Kuenlun mountains at the very boundary between Tibet and the Gobi desert? The gold dug from the Tibetan mines is shining in the rays of the sun on the gilt pinnacles of the pagodas, on the idols, on the beams and columns of the temples, on the chairs, couches and ornaments of people of high rank." And we have evidence that gold is plentiful in Eastern Tibet also. Huc and Gabet say:—" Tibet, so poor in agricultural and manufacturing products, is rich beyond all imagination in metals. Gold and silver are collected there so readily that the common shepherds have become acquainted with the art of purifying these precious metals. You often see them in the ravines or in the hollows of the mountains, seated round a fire of argols, amusing themselves with purifying in a rude crucible the gold dust they have found while tending their herds." M. Desgodins, in "La Mission du Tibet," writes thus:—" Le sable d'or se trouve dans toutes les riviéres et même dans les petits ruisseaux du Tibet oriental. On peut voir autour de la malheureuse petiteville de Bathang, prise comme centre, en bien des endroits, vingt ouvriers Chinois ou Thibétains, laveurs d'or selon l'expression, très occupés à leur travail et très circonspects aussi parce que les lois Thibétaines défendent, sous des peines sévères, tout creusement dans les mines d'or et d'argent." The prohibition here referred to has its origin in the popular superstition—a remnant of the old worship of the forces of nature—that ill luck must attend any attempt to discover the secrets of the earth. This superstition, as Mr. Edgar points out, is also prevalent in Sikkim. In Tibet, however, the prohibition has, for individuals, legal as well as popular sanction. The sacred books declare that Tibet is a land

of treasures, and that the spirits appointed to guard them will wreak vengeance on any one who seeks to trespass on the mystic store-house. It is ordained that if any one accidentally discovers a mine of precious metals or of gems, he shall go his way and tell no man, satisfied that he has been accorded a glimpse of the wealth committed to the care of the terrible genii, the Tanma Chuni, but presuming not to look further. The need of gold for the adornment of the temples, and a liking for tea and other commodities has, however, led to some relaxation of these ordinances in favour of the Government, so that the Talé Lama's administration works two gold mines, and the Tashi Lama's one. The progressive party of course ridicule all this. * * *

* * * These antiquated ideas will soon give way before self-interest, if commerce is developed, and then the vast mineral resources of Tibet will at length have an opening. As regards other minerals, I may again quote Turner:—"Two days' journey from Tissoolumboo there is a lead mine; the ore is much the same as that found in Derbyshire, mineralized by sulphur, and the metal obtained by the very simple operation of fusion alone. Most lead contains a portion of silver, and some in such proportion as to make it an object to work the lead ore for the sake of the silver. I have seen ores and loose stones containing copper, and have not a doubt of its being found in great abundance in the country."

17. The quantity of wool available for export is known to be enormous. Between Kamba and Shigatse, within a march and a half of the Sikkim frontier at the head of the Lachen, sheep are killed, not for the sake of their hides or fleeces, which are practically valueless for want of a market, but in order that their carcasses may be dried into jerked meat and sold for eight annas each. At Kamba itself carpets and rugs are manufactured of the

finest quality, and of patterns evincing excellent taste and skill; but there is no outlet for these fabrics. Further north on the great Chang Thang (or northern plateau), which begins just beyond the Sanpo, within five marches of the Kongra Lama, are prodigious flocks and herds which roam at will over the endless expanse. "The whole Jángthâng," writes Mr. Hennessy, in his review of the explorations of A—k in 1879-82, "is coated by a short succulent grass, which from May to August covers the undulatious with the softest of green carpets;" and he adds that hundreds, and even thousands, of maunds of shawl wool are "necessarily produced every year and *wasted*" on this great prairie.

18. As regards imports, the Jongpen laid stress chiefly on the demand for broadcloth, piece-goods and cutlery. Indigo and tobacco, he said, would also be largely consumed; but the other goods were universally prized. On the subject of tea he was more reserved. All he could say was that the prohibition against the import of Indian tea was enforced by the Chinese, and could be removed by them only. The more the question is examined, the more plain it becomes that, if the trade were freed, Indian tea must displace China tea in the markets of Tibet. How soon this result would follow upon the removal of the prohibition would depend upon the enterprise of the planters. I observe that Mr. Hennessy, in a note on trade routes and the tea trade of Tibet, based upon information supplied by A—k, comes to the conclusion that Indian tea cannot compete in price with China tea in the Lhassa market. Mr. Hennessy's conclusions appear to be perfectly fair if the accuracy of the data on which they are based could be conceded. Of some of these however, he speaks with hesitation, and I think I can show not only that they are inaccurate, but that other points have been altogether overlooked by A—k. The argument is that, as carriage by the Changthang route

between Darchendo and Lhassa costs almost nothing owing to the "enormous carrying power not only available but even running to utter waste," the price of tea at Lhassa need hardly exceed its price at Darchendo, 890 miles off. The figures given by A—k would show that the best tea is sold at Darchendo for 8 annas a pound and the worst for an anna and a quarter, and the outside limit of cost of carriage to Lhassa is taken at one rupee per maund, that is $2\frac{2}{5}$th pie, or less than a quarter of an anna a pound. If these statements were correct, then the best China tea could be sold at Lhassa for a little more than 8 annas, and the worst for a little less than an anna and-a-half a pound. Now, I think that no one reading A—k's report can fail to observe that, admirable as is the scientific part of his work, his observations on commercial questions are extremely scanty and extremely vague. He was at Darchendo for a few days, and at Lhassa for several months. He gives some figures to show the price of tea at the former place, but none to show what is also of importance,—its price at the latter. He actually describes the gates of Darchendo "with doors made of thick boards," but says nothing of the customs duties levied at these gates, at the eastern gate on tea coming in and at the northern and southern gates on tea going out. As a matter of fact every packet of four bricks pays $\frac{8}{100}$ of a Chinese ounce of silver (three annas and four pie) on entry and the same duty on exit. Every pound of tea therefore pays 4 pie or one-third of an anna as customs duty, or nearly twice as much as the carriages for 890 miles is estimated to cost.

19. Before I refer to the actual selling price of China tea at Lhassa, I may point out that, against A—k's estimate of $5\frac{1}{3}$ annas for a brick of the worst tea at Darchendo, we have the evidence of a missionary, who resided for some years in the neighbourhood, that the price of a brick of the worst tea at Darchendo is $12\frac{1}{2}$ annas. We

have further the export charge for customs duty of 10 pie a brick or 2 pie a pound, which A—k does not refer to. As regards the carriage from Darchendo to Lhassa, it is to be observed that the calculation avowedly proceeds on speculation only. It is assumed that yaks can be hired, as well as fed, for nothing, and that the only expense that need be considered is the food of one man in charge of every 40 yaks, and the wear and tear of accoutrements. I learn, however, from the statements of traders from Lhassa, whom Sarat Baboo has closely interrogated, that, though the tea traders (called Do-pa because they go to Do, the common name for the eastern tract including Amdo, Darchendo, &c.) generally go by the Chang-lam (or northern road), they have much larger expenses to incur than A—k's estimate would include. Moreover, it will be observed that this estimate takes no account of losses from exposure and from the robbers who are known to infest the route. They have first to purchase their baggage animals at Nag-Chu, which A—k reached in 11 days from Lhassa, and, though yaks feed themselves on a great part of the journey, asses and mules require some grain or pulses. These last animals are sometimes used in preference to yaks because they are able to travel faster and are less liable to succumb to exposure and fatigue. A trader, who has himself been to Darchendo, has given me the following sketch of a commercial venture undertaken by a Do-pa of his acquaintance. He took two servants and ten yaks to Darchendo by the Chang-lam route. He spent, apart from the sum invested in tea, two *dochhe* (Rs. 250) on the double journey of seven months, including an expensive stay of one month at Darchendo, and he made a profit of Rs. 100 only on the whole transaction. I give these figures for what they are worth, merely to show that the expenses of this expedition of 1,780 miles are not so trifling as has been assumed.

20. I now come to a matter of more practical importance, namely, the price at which China tea actually sells at Lhassa. Though A—k expressly mentions the two classes of coarse teas called Chupa and Gyépa, he fails to observe the instructive meaning of the words themselves. *Pa* in Tibetan corresponds to the Hindustani word *walla*, for which we have no precise English equivalent. *Chu* means *ten* and *Gyé* means *eight*. Chupa simply means "ten-walla" and Gyépa "eight-walla." Now it happens that these classes of brick tea are actually used in Tibet as currency. The terms used to describe them merely indicate their conventional value in *tankas* (six annas). The conventional value, therefore, of a brick (about 5 pounds) of Chupa is Rs. 3-12-0, and of a brick of Gyépa is Rs. 3. Besides these there are fine teas, made up, some in bricks of different sizes, some even in leaf. The first quality of "Duthang," for instance, is sold at Lhassa at 4 srong, or Rs. 10 for a brick of 6 pounds, and the second at Rs. 7 for a brick of 5 pounds, or at about Re. 1-10-0 and Re. 1-6-0 a pound respectively. I am informed by the merchants that at present the cash price of Chupa varies at Lhassa from 8 to 9 tank as a brick (9½ to 10½ annas a pound), while that of Gyepa-varies from 6 to 7 tankas a brick (a little over 7 to about 8½ annas a pound). I can add a curious piece of confirmatory proof. One of my native assistants was presented with a brick of Gyépa tea by the Rajah of Sikkim when I visited Tumlong. He sold this to the coolies when we were in the Lachen valley, and they readily gave him Rs. 2-12 for the brick, or 8⅘ annas a pound. The actual price when payment is made in Indian rupees, or in gold dust, varies at times, but the value of the tea for the purposes of barter is the value expressed by its name. The conventional value of Chupa is therefore 12 annas a pound, and that of Gyépa about 9½ annas a pound. The price actually paid for Gyépa in the Lachen valley was just under 9 annas a pound.

21. In the face of these figures the only question of practical importance that remains, in regard to the price of China tea at Lhassa, is the margin of profit which it allows. If the trade were a monopoly, the present price would be no measure of the price at which the tea could be sold in competition with Indian tea. It may at once be answered that it is not a monopoly. The Chinese officials used, it is said, to get their salaries sent to them in tea on the pretext that no tea could be procured in Tibet: this tea was carried free under *lam-yig* (road order) along the Shung-lam (or Government road), and was afterwards disposed of by them at its conventional value and of course at an enormous profit. This practice, however,—partly, it is reported, because the villages on the route were becoming deserted in consequence of the perpetual harassment to which the inhabitants were subjected,—has long been stopped. A certain quantity, said to amount to 3,000 mule loads, is still imported annually by the Lhassa Government along the Shung-lam, and the people of the villages on the route have to furnish carriage free. But this tea is used to supply the chief officials and the monasteries about Lhassa and is not sold. The bulk of the trade is carried on by the Do-pa, and no restriction whatever is placed on their operations. I understand that they complain that competition has brought about the reduction in price below the conventional value of the bricks, and leaves them a very small margin of profit. Some have even abandoned the tea trade and taken to commerce, in their small way, with India. It is quite clear, then, that the prices I have given represent the actual commercial value of the tea at Lhassa. I may add that, as we go westward to Gyantse and Shigatse, the cost of carriage brings the price of the tea nearer and nearer to its conventional value. Every year 300 mules are said to be despatched from Tashi Lunpo to Darchendo to fetch tea for the establishment

of the Tashi Lama and the monks. The journey takes nearly eight months. If the Lachen route were opened, Tashi Lunpo would be brought within 15 days' march of Darjeeling.

22. Let us now see what would be the cost of laying down Darjeeling tea at Lhassa. Mr. Hennessy's estimate of the cost of carriage is unduly favourable. He puts it at Rs. 4-9 a maund. This allows for 1½ maunds being carried by a cooly from Darjeeling to Phari, which is taken to be 90 miles. But a Darjeeling cooly will not carry more than one maund on a journey, and the Jeylep pass, which is three days' march this side of Phari, is 96 measured miles from Darjeeling. A pony can carry 1½ maunds to Lhassa in 20 days. The journey would cost Rs. 10, at the rate of 8 annas a day, or 1 anna 4 pie a pound. To be absolutely safe, however, let us take the journey at 25 days and the cost of carriage at 1 anna 8 pie a pound. This would cover the cost of carriage between most of the gardens and Darjeeling. As regards cost of production, it is impossible to estimate the cost of producing the compound of sticks and coarse leaves which, under the designation of Gyépa now passes current in Tibet for the value of 9 annas a pound. I understand, however, that the cost of producing good tea for the English market in the Darjeeling gardens need not exceed 5½ annas a pound. It would be unnecessary to use expensive tea-boxes for packing; but if boxes were used, they would sell in Tibet, where wood is a luxury, for much more than they cost. Doubtless some system of packing in baskets or in gunny-bags would be adopted. Half an anna a pound would be an outside limit of the cost of packing and incidental charges

23. It comes to this, then, that good Darjeeling tea could be laid down at Lhassa—even on the improbable assumption that the Tibetans would impose an import duty equivalent to that levied by the Chinese at Dar-

chendo—for 8 annas a pound, while the worst China tea sells at an average of about 8 annas, and even the second best quality of China tea sells as high as Re. 1-6 a pound. At Shigatse and Gyantse the cost of Darjeeling tea would be still less, while that of China tea would be still greater. I make no attempt to decide which the planters would find the more advantageous course,—to manufacture brick tea to compete with "Chupa" and "Gyépa," or to send ordinary leaf tea, which could far undersell "Duthang," and could be sold at a profit at prices slightly higher than those now prevailing for an immeasurably inferior article. The conditions of the market would soon be discovered if that market were once opened. The figures I have given will show plainly enough how great a field would lie before the Indian product if it were admitted to Tibet.

24. On the question whether the Tibetans would take to Indian tea the evidence is plain enough. Sarat Babu was given Indian tea at an entertainment at Tashi Lunpo and he says it was much appreciated. The Jongpen of Kamba repeatedly praised the quality of the tea which I gave him to drink at Giagong. Tibetan politeness demands that the guest should expressly praise whatever is placed before him by his host. I may note, however, that my friend emptied two cups, while he merely tasted the brandy I gave him, and it is fair to infer that he did really find the tea palatable. The Jongpens who met Mr. Edgar at the Jeylep liked Indian tea. The Minister at Tashi Lunpo, who has the name of being a connoisseur in tea, drinks Indian tea whenever he can get it, and I have just sent him, through Kamba Jong, a present of some. A Darjeeling merchant, named Rabden, well aware of the profit that would ensure if his venture were successful, tried to smuggle a large quantity of Darjeeling tea into Tibet in the year 1872; but he was detected at Phari, his tea was confiscated and he was imprisoned

for three years. The Tibetans tell me that they do not themselves drink the coarse tea sold in the Darjeeling bazar, because it is too bitter. They think that, if it were not fired, it would be more to their taste. Whether it would be necessary to make tea exclusively in bricks for the Tibetan trade is not clear. A Tibetan trader, now in Calcutta, has brought down some green China tea *in leaf* for his own use. These, as I have said above, however, are points which the trade would settle if obstructions were removed. With a large tea-drinking population on one side of the passes and a large production of tea on the other, it cannot be doubted that the producers and consumers would come to an understanding if the opportunity were allowed. I am told that some of the Darjeeling gardens, such as Tukvar and Singell, contain China plants, and they could undoubtedly supply tea such as, at the present moment, the Tibetans require.

25. On the general question of what Tibet would give and take, I cannot do better than quote from a note which Babu Sarat Chandra Das has prepared for me:—

The chief imports of Tibet are cotton cloth, chintz, broadcloth, kinkob, cutlery, indigo, tobacco, copper, pearls, corals, emeralds, quicksilver, dyes, sugar, treacle, llama and merino cloth, and iron. Cotton cloth has the largest demand, the Tibetans of all classes having of late years taken largely to the use of cotton for inner garments, for the lining of their robes and trousers, and for screens and ceilings. Formerly they used to get their supplies from Nepal and China, but now-a-days European cotton cloths from the south have largely arrested the cotton trade of Eastern China, as merchants find it profitless. On account of the dry climate of the country, cotton wears as well as the coarse serge, which has the disadvantage of being very rough and heavy. The demand for cotton stuff is really great, and the Nepalese traders

sell cotton fabrics at 100 to 150 per cent. profit. The extreme dearness is a great hindrance to an increased demand for cotton cloths, as such commodities are thereby brought within the reach of the rich and the luxurious only. The increase of the wool trade will fast increase the demand for cotton in Tibet, as the Tibetans will not care to weave wool into cloth at the extreme disadvantage of selling them below cost price. A thick Bhutia woollen *choga* will sell at one-third the price of the raw wool required to make it. Hence, cotton will fill the Tibetan houses as soon as the exportation of wool increases.

The Nepalese merchants generally buy their articles of trade at Calcutta and carry them to Katmandu for transmission to Lhassa and the interior towns of Tibet at great expense of money and time. If they understood the real secrets of commerce, and were induced to bring their goods within the reach of the poorer classes, they could really profit by trade and get opportunities for larger investments of money and for a wider employment of their countrymen.

Broadcloth (of liver, crimson, orange, green, blue, and brown colours) is displacing the Russian broadcloth brought from the North Mongolian frontier. The latter is said to be of better quality, though much more costly than the British Indian broadcloth. But broadcloth stuff, on account of its cheapness, is readily bought by the middle classes, who wear it on state occasions and in making visit to their relations, instead of the durable, but costly, *purag* (Tibetan serge of excellent quality.) English inferior broadcloth is esteemed more as an object of luxury than of ordinary use. If traders could be persuaded to sell their goods at a reasonable profit, the demand for broadcloth would be very great. At present well-to-do men in Tibet generally consider broadcloth as an object most suited for presentation to all classes of men. Silk and China satin were formerly fashionable articles for that

purpose. Now broadcloth has much superseded their use. The silk and satin presented to men of humbler walks of life do not much benefit them, but broadcloth serves many purposes, as it is easily saleable, may be used as loose upper coats, boot-hose, hats (both for Lamas and females), and various other purposes. The Tibetans are fond of sewing their boot-hoses with broadcloths of different colours with the stripes arranged in rainbow hues. How glad the Tibetan becomes when presented with broadcloth, and what fascinating charm it has over all classes of men, cannot adequately be described in a few words. If Indian traders or the Tibetan merchants could take this stuff to Tibet so as to place it within the reach of all classes of men, the demand for it could not fail to be very high, and its trade lucrative. The Northern Tibetans buy broadcloth from the Mongolians, who bring it from Russian shops in Lower Mongolia. The cost per yard is three to four times the cost of the same article brought to Lhassa from Calcutta *viâ* Nepal. The Tibetans buy the Northern broadcloth under the impression that it is an indigenous product, and therefore a more durable manufacture, being called *sog-po Gonum, i.e.*, Mongolian broadcloth. Yet the northern merchants, Chinese and Mongols, cannot supply the demand for this dress luxury of the Tibetans by trading in Russian broadcloth. But now-a-days they are getting their mistaken ideas corrected by the Calcutta broadcloth being brought within their reach.

The more we can push on the facilities of trade by the cis-Himalayan passes, by cultivating friendly relations with the Lama Government and by making roads to the frontiers of Tibet, the greater will be the progress of southern trade. The Russian trade, as far as the exports to Tibet and Mongolia are concerned, consists of European woollens, cotton cloths, glassware, leather, toys, telescopes, and fancy goods, some hardware, pistols, re-

volvers, satin, and hides brought from Europe and Russia, Siberia, and North America by way of Kamskatka and Russian America. The coarse Russian broadcloth is much valued by the Tibetans of the middle class, and the finer stuff by the richer classes both among the clergy and the lay people. Under such circumstances a sufficiently active industry can advantageously be employed to replace the northern traffic by bringing the British Indian articles within the reach of the Tibetans and the Southern Mongolians. The hides are used by the Mongols for making portmanteaus, sacks, tent strings, saddles, and pouches of different shapes. The Tibetans use leather for shoes and saddlery. They make their own portmanteaus with tanned yak skins very rudely. Assam fabrics, raw, coarse, silk cloth, called *bureh* or *kamā* in Tibet, are sought by all classes of men, from the highest to the lowest. The former they use for inner garments and trousers, and the latter serves them as wrappers, like the shawls of the natives of India. The demand for this coarse stuff is incredibly large, but the supply is meagre.

Next in importance and value to the Tibetans is the European cambric called *sook*. Its durability is its great recommendation, and it is used for making trousers, and occasionally robes for the lay people. It is not so expensive as broadcloth. English velvets and chintzes are also much in demand; the former being used for hats, boots, saddle linings, and the top cover of seats and cushions. They now get the same from China and Mongolia, but the native merchants and the Newars are about to replace that trade by English stuffs from Calcutta. The demand for kinkob and lace from Benares is very great, generally among all classes of men who have any pretension to wealth. The rich line their shoes, boots, coats, outer garments, and hats, the petticoats and jackets of women either wholly or partially, with kinkobs. The high price which the Newars and Kashmiris demand

for this article of luxury places it within the reach of a very limited class of men. I cannot describe the earnestness with which my acquaintances and friends asked me to procure them some kinkobs from Benares. They also pointed out the profit that would accrue to me even if I disposed of the same at a comparatively low price, say at 30 to 50 per cent. profit. I was really surprised to see that my friends were unable to understand why I dislike fetching them goods like a merchant from the British Indian market.

The following colours of European broadcloth, namely, the yellow, orange, crimson, liver, blue, and green, are greatly esteemed in Tibet. The clergy are restricted to the use of the first four, the fifth is used by the lay people, and the sixth used exclusively by the females. The English colours are very agreeable to all classes of men according to their faith and taste, and are superstitiously admired.

Next in importance to broadcloth is the merino fabric, called *gya-ther*. It is used in entire pieces, slightly sewn, of 12 to 16 yards, for the frock-like gowns of the monks, and in pieces of 6 to 8 yards as wrappers. The liver or *gya-mug* colour is eminently suited for clerical costumes. Larger breadths are not much prized, as clothes sewn in numerous patches are prescribed in the sacred books as suited for the clergy.

English and Indian chintzes, though not worn by the Tibetans, are yet largely used for screens, ceilings, and coverings of pictures. Cotton stuffs are now gradually coming into use for the inner garments of priests and ladies. The trousers of the lay people are generally made of blue and white cotton stuffs.

Thin *khurwas* are used to line the robes of the middle class men. Tents are universally made of cotton stuff, although canvas from Sifan or Silin, which is costly, is

preferred by the upper classes. Light canvas brought from Northern Mongolia is of small breadth and less strong than Indian tent canvas. The coarsest kind of borderless shawls are used by the Tibetans who can afford to buy them, and are brought from Ladak and Kashmir through the Nepalese passes.

Tibet has been, from time immemorial, the principal market for different kinds of precious stones, such as pearls, corals, and amber. The former two are obtained from Nepalese and Kashmir merchants, and the latter from the Ladak and Chinese merchants.

Almost all the females who can afford it buy pearls and corals to adorn their head-dress. The head-dress is the most costly of all the ornaments worn by the Tibetan ladies; its price varying from Rs. 100 to Rs. 10,000. An immense number of pearl-strings is used to complete the head-dress of a lady of high rank. The greatest attention is paid to adorning the head by all classes of females, who seem quite indifferent to adorning their persons suitably to their head-dress. The priests who have any pretension to rank and sanctity, as well as well-to-do laymen, carry rosaries made of coral in their hand. The Nepalese merchants have practically the monopoly of the pearl and coral trade. Of late the market has been pretty full; but as good pearls are rare in Lhassa, I was asked by many gentlemen of position and ladies to see if I could fetch them some excellent pearls.

The demand for indigo is always on the increase. Its usefulness as a dyeing material has ever been appreciated in Tibet. All classes of men, except the Lamas, buy indigo in quantities proportional to their requirements. Great landlords invariably maintain manufacturing establishments, and keep the largest supply of indigo.

The costliness of Tibet carpets and rugs is mainly due to the high price of indigo in Tibet. There are numerous

dyeing roots and plants that grow on the rocky hills and in the gravelly plateau of Tibet. The present supply, owing to the difficulty of carriage, is very inadequate.

There are no copper mines in Tibet, or at least the people have not been able to discover any which they could work for copper. The Tibetans get large supplies of copper from Nepal and Calcutta. Conveyance from Nepal being very expensive, people now turn to Calcutta as the cheapest market for copper. Almost all sorts of cooking and church utensils are made of copper. The tea-pots, lamp-burners, cooking-vessels, water-jugs, images, washing caldrons, the roofing and ornamental spires of temples, are all made of copper plates. For the supply of this useful metal Tibet has been solely dependent on Nepal and Calcutta of late. The Calcutta metal has been declared to be less costly and more easily worked.

Tobacco is largely consumed by the lay people. The women are particularly fond of snuff. Though formerly it was an article of luxury, yet now it has become an article of everyday house consumption. The monks clandestinely smoke tobacco, and publicly use snuff when out of the monastery. Rungpore tobacco is much prized in Southern Mongolia, and Chinese tobacco is still in high esteem in Lower Tibet and Upper Mongolia. This is not owing to the superior quality of the Chinese tobacco, but because of the rarity of the article and its high price in the hands of the southern merchants. If steps could be taken to fill the southern markets of Tibet, such as Shiga-tse, Gyang-tse, Lhassa, and Chethang with tobacco, this drug must find its way to the northern mart of Lower Tibet and Mongolia.

Tibet requires a large number of tropical drugs and spicery for consumption both for cookery and for the preparation of medicines. In return she exports to India a large number of vegetable and mineral sub-

stances, the value of which very few Indian physicians have yet been able to appreciate.

English cutleries are gradually displacing the Chinese, Nepalese, and Bhutea country-made cutleries. At present English knives are beginning to be used instead of the Chinese *gyati* or the chop-sticks. Forks are not valued, but there are few Tibetans who do not buy spoons for their tables. Long needles supply the place of forks in Tibet. While at Gyang-tse I was told by Chanjo Kúsho that an ordinary razor (Joseph Rodgers') some eight years ago cost him Rs. 8. He begged me to use his eight-rupee razor in preference to my one, which had cost me only Re. 1-8 at Calcutta. In fact his one was much inferior to my one; but as he had paid Rs. 8 for it, he attached a higher value to it. At present much profit is derived from the sale of European cutleries, as they are very portable.

Mirrors, tin-plates, and chinaware from Canton, are now finding extensive sale in Tibetan markets. The use of ugly wooden cups, such as those made out of maple knots, is fast being superseded by china cups from Calcutta. People consider this a great convenience. The more traders from the south will take chinaware for sale to Tibetan marts, the more will china crockery from Tarchindo and Pekin fall off, and eventually the demand for chinaware from Calcutta will entirely stop the northern trade of Tibet.

The export of Tibetan goods to India, including cis-Himalayan countries, through Nepal, Sikkim, and Bhutan, exceeds the imports into Tibet, and compares favorably and hopefully with what formerly existed. Although I have no statistics to bring forward regarding these countries, yet I believe that the information obtained by me is very near the truth, and may have some practical utility, as derived from trustworthy sources.

Tibet gold, obtained as payment for goods by the Newars, is conjectured to be upwards of ten lakhs a year. As the coinage of Tibet is much adulterated, the Kashmiris and Newar merchants sell their goods at a discount over the chief coinage *(tanka)* to provide for the adulteration. When they return to Nepal, they dispose of their silver by exchange for gold or gold-dust. The Nepalese Government having prohibited by law the importation of silver into Nepal, the Newar merchants find it easy to barter in gold, and the Tibet Government naturally yield to the claims of the Newars to leave their silver in Tibet. The coinage of Tibet having no outlet remains in the country, and lessens the extent of annual coinage in the mint. The gold-dust and gold pieces annually going out of the country necessitate the further working of the mines, which yield a steady supply. The Newar merchants, who are strictly prohibited from bringing Tibetan, Nepal, or British Indian silver coins into Nepal, carry down gold to dispose of the same with advantage. This saves them much trouble as to conveyance, security on the way, and time. They refine the Tibet gold-dust, which is usually impure, and gain considerably thereby.

The finest borax, rhubarb, and musk in the world are the exclusive products of Tibet and its frontiers. Much of the first and second is taken to Russia by the Mongolian merchants and by the Chinese merchants to Pekin, and thence by European merchants to Europe and America. The natives of Tibet are ignorant of the great use of these two articles in Europe, and hence we hear so little of rhubarb and borax in the cis-Himalayan trade. Musk and yak-tails have been from time immemorial the renowned articles of Tibetian trade with ancient India. Notices of them are to be found in the travels of Drake, and also in the works of Arrian and Magasthenes. In the sacred books of the Hindus, chowry

(yak-tail) and musk were the chief articles of Himalayan trade carried on by the Kirates (the Khumbo tribe of Eastern Nepal) and the Bhuteas.

All Nepal, Sikkim, Bhutan, Man Twang, Lho Khabra, Dapla country, the Pobo land, Western China, and smaller Mongolia obtain their supply of salt from Tibet. There is an immense salt mine in the Chang district north-west of Lhassa and one month's journey north of Shiga-tse, which furnishes inexhaustible quantities of rock-salt to all Tibet and the neighbouring countries. The Government of Tibet levies no duty on this article, and the Tibetans find it a very convenient commodity to exchange for rice, millet, sugar, and different other products of Nepal or India. I conjecture that about three to four lakhs of rupees worth of salt is annually imported from Tibet into Nepal, and a lakh of rupees worth into Sikkim and Bhutan.

The exports of live-stock, such as sheep, goats, and ponies, are very important in the commerce of Tibet. Their value and growing demand is very marked. I refrain from conjecturing the value of live-stock trade with cis-Himalaya, simply because it is very easy to ascertain it from statistics.

The wool trade (at present of woollens), salt, and live-stock, not to speak of all other minor exports from Tibet, and above all the importation of gold into Nepal, make the exports of Tibet of greater value than the imports from this side of the Himalayas.

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From Chamber to Government of India,

Calcutta, 23rd March 1885.

I AM directed by the Committee of this Chamber, to submit for the consideration of the Government of India a subject which has of late attracted very general interest,

not only in this Chamber, but amongst the Members of the Indian Tea Association, and many non-mercantile persons who have studied the matter, *viz.*, the opening of a trade route from Calcutta to Lhassa and the interior towns of Tibet *vid* Darjeeling.

2. It was considered by some that the importance of the interests involved demanded that a deputation should wait upon the Viceroy respectfully to invite His Excellency's attention to our relations with Tibet, and the best means, by diplomatic action with China,—believed just now to be very well disposed to the British Government,—to induce the Chinese Government to remove the restrictions imposed on the intercourse between Tibet and British territory. My Committee, however, feel that they will the better show their appreciation of the Viceroy's desire to advance all the interests committed to his charge, if they abstain, at this crisis of great political tension in other directions, from trespassing upon His Excellency's preoccupied time, and therefore they are content to put their views into a letter to receive consideration on the first favourable opportunity.

3. The imports into Tibet, as shewn by recent investigation, comprise cotton cloth, chintz, broadcloth, kinkob, cutlery, indigo, copper, pearls, corals, emeralds, quicksilver, dyes, sugar, treacle, Llama and merino cloth, iron, tea, &c. The broadcloth mostly used is of Russian manufacture brought from the North Mongolian frontier. The tea is almost exclusively China tea, but that no prejudice exists amongst consumers against Indian tea, is proved by the fact that the Minister, Tashi Lunpo, who is a connoisseur in tea, drinks Indian tea whenever he can get it. Such British manufactures as are able to percolate into Tibet, are purchased in Calcutta by Nepaulese merchants, who forward them to Lhassa by the circuitous route of Katmandu, the merchandise occupying forty-five days in transmission, and

subjected to import duty on the southern and export duty on the northern frontiers of Nepaul at the so-called discretion of the farmers of revenue. These and other embarrassments to the trade in British goods justify the merchant in exacting a great profit from the consumer of his wares, and this by common report is not unseldom one hundred per cent.

4. The exports from Tibet are gold-dust, borax, rhubarb, musk, rock-salt and live-stock, such as sheep, goats and ponies, &c., the difficulty of transit preventing the export of wool, the produce of prodigious flocks which roam at will on the great Chang Thong (or northern plateau.)

5. That the Tibetans are peculiarly favourably circumstanced to benefit by commercial intercourse with British India, is evidenced by the fact, that even in their rigorous climate the consumption of imported cotton goods is displacing that of their home made woollens, the smooth texture of the one coming into striking contrast with the roughness and harshness of the other. How much a trade in Yorkshire woollens would be stimulated amongst them by a good demand for their own wool for export, at once providing them with the means to purchase the manufactured article, by converting into money their own raw material and removing it from the country, is clearly apparent.

6. But the possibilities arising out of intercourse with Tibet are by no means confined to the limits of Tibet proper, for through Tibet it will be possible to open trade with Southern Mongolia, and probably Western China, and in the former country, at least, to compete with Russia in her present commercial predominance.

7. Referring to the existing trade route as described in the third paragraph of this letter, I am desired by my Committee to point out the advantages of the Darjeeling

route. The Eastern and Northern Bengal State Railways and the Himalayan Darjeeling Railway form a continuous chain, so that Darjeeling can be reached in twenty-six hours from Calcutta. From Darjeeling to the Jeylep Pass, a trader with laden coolies or mules could pass in a week, from the Jeylep to Gyantse may be counted seven days, and from Gyantse to Lhassa six days, three weeks in all, or less than half the journey by Katmandu, and free from frontier exactions, as in the Sikkim territory there are no duties of any kind.

8 As Nepaulese traders are now admitted into Tibet, my Committee desire no further innovation upon *Chinese* exclusiveness than that the native traders of *British* India be similarly admitted, and they are of opinion that this could best be effected by sending a Commissioner to the Court of Pekin from India specially charged to negotiate an arrangement.

From Chamber to Secretary
to the London Chamber of Commerce.

Calcutta, March 31st, 1885.

I HAVE received your letter of 4th instant acknowledging receipt of this Chamber's circular of 4th ultimo.

I have now to ask the co-operation of your Chamber to further the objects stated in my letter dated the 23rd instant addressed to Secretary to the Government of India, Foreign Department, *viz.*, the opening of a trade route to Lhassa and the interior towns of Tibet from Calcutta, *viz*, Darjeeling. Mr. C. Macaulay, Secretary to the Government of Bengal with three other English gentlemen visited the Jeylep pass 96 miles from Darjeeling last October. This is the frontier of Tibet adjoining Sikkim territory and the road to it is so well aligned and bridged that the party passed over it without fatigue between Thursday morning and Saturday

evening. I send you a sketch map, to indicate the locality; and I am desired to point out that apart from the artificial advantage of rail route to Darjeeling 7,000 feet above the sea, the natural advantage of this route into Tibet and Central Asia consists in that of all the Passes in the whole Himalayan Range, the Jeylep Pass is the least elevated, of the easiest gradient, the most accessible at both ends, and the only one never closed in winter.

The articles most in demand in Tibet are cotton cloth, chintz, broadcloth, cutlery, hardware and tea, and the Tibetans possess practically an inexhaustible fund for the purchase of what suits them if the present barriers were removed, for not only have they unlimited supplies of raw wool, including the finest shawl-quality wool to give in exchange, but their country is known to be rich in gold deposits which, partly their superstition, and partly their exclusion from commercial intercourse, have hitherto prevented their mining for any requirements beyond the decoration of their temples, &c. If your Council would be so good as to arrange a deputation to Earl Granville to show the importance attached to the subject in commercial circles, I am directed to say that I believe His Lordship is already sufficiently acquainted with the matter to be able to take the measures best adapted to attain the end in view.

From Dewsbury Chamber to Chamber,

19th May 1885.

YOUR letter of the 10th ultimo and its enclosures have been laid before my Council,—when I was instructed to prepare a memorial to Lord Granville on the subject referred to in your letter.

I send you herewith copy of the memorial which I have sent to Lord Granville to-day, and hope that it meets with your approval.

My Council have a desire to assist you in what is in their power, and will be very glad if they can be the means of prevailing on the Government to open up the trade route to Tibet.

To the Right Honourable the Earl of Granville, K. G., Her Majesty's Principal Secretary of State for Foreign Affairs.

The Memorial of the Chamber of Commerce of Dewsbury, in the West Riding of the County of York.

SHEWETH,—

THAT your Memorialists are an Association representing the manufacturing and commercial interests of Dewsbury and the surrounding district, in which district blankets, carpets, and heavy woollen cloths are manufactured to a greater extent than in any other part of the world.

That the industry carried on in your Memorialists' district has felt as acutely as any in the country the depression of trade which has now so long existed and is therefore very much interested in the opening up of new markets for British productions.

That the extensive and rich territory of Tibet on the north of Her Majesty's Indian possessions bounded therefrom only by the narrow territory of Nepaul is in the opinion of your Memorialists capable of being made a very remunerative market for British trade.

That in the opinion of your Memorialists the best way by which this object could be attained would be the opening up of a trade route from Calcutta into Tibet, by way of Darjeeling, and across the Himalayan range by the Jeylep Pass which of all the passes in the whole Himalayan range is the least elevated, of the easiest

gradient, the only one never closed in winter, and the most accessible at both ends.

That the articles most in demand in Tibet are cottons, woollen cloths, chintz, cutlery, hardware, and tea, and apart from the almost unlimited supply of fine wool which the Tibetans possess to give in exchange their country is known to be rich in gold deposits as yet mined only to a limited extent for the decoration of their temples but which the desire of the inhabitants for foreign merchandise would speedily release from the superstitious restraint in which mining operations are now held there.

That the commercial intercourse between British India and Tibet is now very much hampered and impeded by restrictions imposed by the Chinese Government. Such British manufactures as are able to percolate into Tibet are purchased in Calcutta by Nepaulese merchants who forward them to Lhassa by the circuitous route of Katmandu the merchandise occupying 45 days in transmission and being subjected to import duty on the southern and export duty on the northern frontiers of Nepaul.

That in the opinion of your Memorialists the present is a very favourable time for diplomatic negotiations to be entered into by Her Majesty's Government with the Chinese Government to induce the latter to remove the restrictions imposed on the intercourse between Tibet and British territory.

Your Memorialists therefore pray—

(1) That Her Majesty's Government will at once take such steps as may be necessary towards opening up a trade route from Calcutta to Tibet *viâ* Darjeeling and the Jeylep Pass; and

(2) That in the meantime,

diplomatic action may be entered into with the Chinese Government to endeavour to induce them to remove the restrictions on the commercial intercourse between India and Tibet.

And Your Memorialists will ever pray, &c.'

Dewsbury, 19th May 1885.

The Chamber has received subsequent communications informing them that certain samples of Tibetan goods would be submitted to them. These samples are alluded to in the subjoined letter but have not yet come to hand.

From Chamber to Government of Bengal,
Calcutta 13th November 1885.

My Committee direct me to acknowledge receipt of your No. 2519 F dated the 23rd ultimo and its enclosures. The Chamber of Commerce have not yet received the samples referred to in para. 2 of the letter from the Government of India annexed to the communication under reply. When those samples come to hand the Chamber will, to the best of its power, carry out the wishes of Government regarding them. I am to point out, however, that it is of very little use exhibiting samples of goods most in request in Tibet, unless some idea can be furnished merchants of the ordinary prices of such goods in the Tibetan markets.

On this subject my Committee have information which leads them to suppose that the route from Tibet through Western Bhotan is preferred as a trade route to that through Sikkim, and my Committee would suggest

that enquiries be made with a view to discover which of these two routes offers the greatest facilities for trade.

THE ENHANCEMENT OF FEES ON JUTE PRESSING COMPANIES IN THE SUBURBS.

THE Government of Bengal sought to induce the Commissioners of the Suburban Municipality, to raise the fees of Jute Warehouses and Jute Presses situated within their jurisdiction, to a maximum of 10 per cent. The Commissioners resisted the suggestion for a considerable time, but at their Meeting held on 28th April 1885, they passed a resolution enhancing the fees to the maximum as required by Government. The matter was brought to the notice of the Chamber. The Committee pointed out that the action of the Commissioners appeared to be illegal, and this view was upheld on a reference of the question by Government, by the Hon'ble the Advocate-General of Bengal.

From Chamber to the Chairman of the Suburban Municipality,
Calcutta, 4th July 1885

Complaint has been made to the Chamber that the Commissioners of the Suburban Municipality have recently enchanced the License Fees on Jute Pressing Companies from 5 per cent. to 10 per cent. per annum, and have, after holding back the collections for last year, by a notice, dated 7th May last, given this enhancement retrospective effect.

Without at this time entering into the merits of the general question of the justice and fairness of such an

enhancement, my Committee are unable to understand on what principle the enhancement has been made to have retrospective effect, or why, in order to give it such effect, the collection of the License Fees on Pressing Companies during the past year should have been held back.

My Committee will be glad if you would favour them with the reasons which have led the Commissioners to impose a maximum License Fee upon a special industry, and more particularly if you will furnish them with the reasons why this doubling of the License Fee in the case of Pressing Companies should have been made to include the assessment for the financial year which has just expired.

From Chairman, Suburban Municipality, to Chamber,

Alipore, dated 23rd July 1885.

In reply to your letter of the 4th instant, requesting to let your Committee know the reasons which have led the Suburban Commissioners to enhance the License Fees on the Jute Pressing Companies to 10 per cent. per annum, I have the honor to state that the Magistrate of the 24-Pergunnahs forwarded to this office a Government letter, No. 140, dated 17th January 1884, requesting the Vice-Chairman to convene a Special General Meeting, for the purpose of raising License Fees on the Jute Warehouses from 5 to 10 per cent. per annum. Accordingly a meeting was held on the 11th February 1884, for considering the Government letter above referred to, and the resolution passed by the Commissioners thereon was "That the Government be informed that the Municipal Commissioners are not aware of any circumstances connected with the Suburban Municipality which would authorise the imposition of a higher rate than that at present levied, *viz.* 5 per cent." This resolution was forwarded to the Magistrate for information. Again on the 29th July 1884,

under instruction as contained in Government letter No. 672 T, dated 24th May 1884, requesting to approve of the raising of Jute License fees to 10 per cent., the Commissioners held another meeting and by a majority resolved, "That they should be furnished with the subject of the letter of Government, after which the Commissioners will express their opinion whether the rate of 10 per cent. recommended to be levied is a just and proper one." To this, the Commissioners received a reply from the Commissioner of Police, Calcutta, No. 4683, dated 22nd September 1884, stating that the reason of raising the Jute License Fees to 10 per cent. is simply to maintain the Fire Brigade in a state of efficiency, and, pointing out that as Calcutta and Howrah had levied a rate of 10 per cent. the Suburbs should also likewise do the same. This matter, together with the Government letter No. 930, dated 5th November 1884, requesting to settle the question of raising the Jute License Fees to 10 per cent., was again laid before the Commissioners in their meeting held on the 4th December 1884, and they called for a detailed Statement of Receipts and Expenditure regarding the Fire Brigade Fund, from the date when Act V of 1879 came into force, and this statement was laid before the Finance Committee, held on the 26th March last.

The Report of the Finance Committee being laid before the Commissioners in their General Meeting, held on the 28th April last, it was resolved, in order to meet the approved expenditure, that the rate be increased to 10 per cent. for the year 1884-85 only, the right being reserved to reduce the fee should it be found possible to do so hereafter.

From Chamber to Government of Bengal.

Calcutta, 2nd October 1885.

My Committee have had their attention drawn to a matter which appears to them to call for the special

attention of His Honor, the Lieutenant-Governor. Briefly, complaint is made that the Commissioners of the Suburban Municipality, at a meeting held at 5 P. M., on 28th of April last, passed a financial Resolution fixing the Jute License fees to be levied in the Municipality, which resolution is thus described in the published Minutes of their proceedings :—

"The Meeting passed the increased rate of 10 per cent for the year 1884-85 only, reserving to themselves the right to reduce the fees if they found it could be reduced."

2. My Committee do not care to go into the history of the passing of this Resolution, but they note that in the course of the financial year 1884-85, it was twice rejected by the Commissioners, and that when it came before them the third time, that year had expired. The Resolution was passed in consequence of the repeated injunctions of the Government, and its insistence upon a 10 per cent Jute License fee for the purposes of the Fire Brigade Fund One argument used to overcome the disinclination of the Suburban Municipality to increase the fee from 7 to 10 per cent. was, that Fire Brigade Fees had been levied at the higher rate in Calcutta and Howrah. This principle of taxing one Municipality at particular rates on the ground that such rates are paid elsewhere, appears to my Committee to be most unfair and most objectionable. It, however, raises a question whether the higher rate is called for, and whether it is just to levy it, as in this case, upon a special industry.

3. The public, and specially that section of it interested n the Jute industry, have a distinct grievance in the way in which the Funds of the Fire Brigade have been applied to foreign purposes. The correspondence which took place last year on this subject showed that it was not probable the decision come to by Government could be set aside, and therefore showed that but little good would follow from continuing the discussion. But my Committee quite share

the feeling which has induced the public to refuse to accept that decision as at all fair or just. If the balance at credit of the Fire Brigade Fund had not been dissipated, there would have been no occasion for the Government to exert pressure on the Suburban Municipality to induce it to levy an increased Jute License fee.

4. In the correspondence above referred to the two points which came out most clearly, excepting, of course, that of the appropriation of the Fire Brigade balances, were that the Government of Bengal shared the views of the Chamber, first, as to the opinion that the fees charged under the Jute * Warehouse and Fire Brigade Acts should be fixed in such a manner as not to yield more than the sum required to render the Fire Brigade self-supporting;—that is, that it should be just sufficient to meet the cost of collection, superintendence, and inspection of Warehouses and the maintenance of the Fire Brigade; and second, that "the Lieutenant-Governor agrees with the Committee of the Chamber in the opinion that it is unreasonable to make Jute and Cotton warehouses pay, and more than pay, for the Fire Brigade required for Calcutta and the Suburbs."

* Letter of the Government of Bengal, dated 1st of March 1879.

Letter of Government of Bengal, dated 31st December 1878.

5. The view arrived at by the Go ernment and the Chamber is thus expressed in paragrap 2 of the letter from the Chamber to Government dated 24th February 1879. "It has been declared by the Lieutenant-Governor, that the maintenance of a Fire Brigade is an object in which all classes of the community are interested, and to which all ought to contribute, and that such contribution should be limited to the sum required to defray the actual expenditure incurred for the protection of the public." Bearing in mind these expressions of opinion and these views of Government, my Committee are unable to under-

stand the action of Government in insisting on the enhancement of the Jute License fees in the Suburbs, and unable to admit the justice of the action taken by the Commissioners. There would appear to be an urgent necessity for placing the law which provides for the support of the Fire Brigade upon a more just and equitable footing. My Committee believe that an examination of the records of fires would show how largely the general community is benefited by a Fire Brigade, maintained by maximum taxation, levied from a particular and not too fortunate industry. The Government have admitted the obligation of the general community to contribute to protection against fire, and my Committee think that this admission should be embodied in the amendment of the existing law.

6. But just as my Committee, in the light of the correspondence of last year, are unable to see the justice of the enhancement of the Jute License fees in the Suburbs, so in the light of an examination of the Fire Brigade Fund Accounts, they are unable to see any necessity for such enhancement. They desire me to draw the attention of His Honor the Lieutenant-Governor to the statement of the receipts and charges of the Fire Brigade Account from June 1879 to November 1884. On the receipt side, in the column for 1883-84 my Committee find the following :—

Miscellaneous Fees ...	Rs.	627
Paid by Calcutta Municipality ...	„	26,187
Paid by Suburbs under old rules ...	„	15,413
Balance of Fire Brigade Fund 15th May 1883, taken over at time of transfer	„	23603

My Committee would ask to be supplied with full details of the two sums Rs. 26,187 and Rs. 15,413, paid respectively by the Calcutta Municipality and the Suburban Municipality, so as to enable them to understand how

much of these contributions is derived from the Jute industry. If the whole or nearly the whole of these sums is derived from Jute Warehouses and Jute Presses, the tax must be condemned as most severe, most unjust and as altogether in conflict with the views held in common by His Honor the Lieutenant-Governor and the public. In such a case it is nothing less than making one industry pay for the protection from fire of the whole property, public and private, of Calcutta and its Suburbs, and against a continuance of such an injustice should it be borne out by the details just asked for, it would be the duty of the Chamber to protest in the strongest possible manner.

Purchase of Engine ...	...	Rs.	14,023
Establishment ...	...	„	12,105
Purchase of horses ...	...	„	1,069
Feed and keep of horses...	...	„	3,136
Repairs of Engines and Brake Vans ...		„	1,615
Canvas Hose ...	...	„	5,230

Now, with regard to the cost of Establishment I am to ask if the sum of Rs. 12,105 includes any expenses incurred for ordinary Police work; and if the Fire Brigade men are employed on Police duties the item requires explanation. Then the amount expended for the purchase of horses appears very large. In three years the purchase of horses has absorbed Rs. 2,833, and in the same period the feed and keep of horses has risen from Rs. 2,352 to Rs. 3,136. My Committee would ask if the horses and men of the Fire Brigade are not employed for the purposes of both the Police and the Fire Brigade? and if this be the case I am further to ask how the expenses are divided between the two departments?

Another item to which attention should be drawn is the very heavy expenditure for Canvas Hose. In the four years ending 1881-82 the expenditure on this account

aggregated Rs. 9,681, but for the remaining two years the charge is entered as,—

1882-83	...	Rs. 6,900
1883-84	...	„ 5,230
		Total Rs. 12,130

My Committee would ask that an enquiry be made as to why the expenditure for Canvas Hose during the last two years should so largely exceed the outlay during the previous four years.

There is one other item to which I am instructed to invite special attention. The cost of an engine, Rs. 14,023 is included in the ordinary expenditure of the year instead of its being spread over a period of at least 5 years, and regarded as extraordinary expenditure. It seems most unjust that assessments should be based upon such an item in the account, and that the Government should refuse to accept the assessment made by the Municipal Commissioners, and should persevere during a whole year in its endeavour to secure a 10 per cent. rate in the Suburbs. My Committee whilst objecting to this action desire to guard themselves against admitting in any way the fairness of a 10 per cent. fee in Calcutta, or the necessity of a fee at that rate.

8. There is, it appears to my Committee, a very important question connected with the passing of the resolution by the Suburban Municipal Commissioners on April 28th 1885, enhancing the fee from 7 to 10 per cent., and that question is the legal power of the Commissioners to levy a rate of any kind for the year 1884-85, nearly a month, or indeed at any time, after the expiry of that year, It seems that this is the exercise of a power not contemplated by the law, or if it were contemplated by the Act constituting the Suburban Municipality it is a power which might readily become dangerous and oppressive to the last degree. It seems reasonable to suppose that the

aw intended that the right to levy Municipal taxation should be exercised from year to year, and for the purposes of a single year, and should be exercised in anticipation of the exigencies and requirements of the 12 months for which such taxation was intended to provide the necessary Funds. To levy a tax after a year has expired is to reverse all the principles underlying the power of taxation vested in Municipal bodies. My Committee believe that the resolution of 28th of April 1885 was illegal and void, and that it should be so treated, and on this point they would solicit the favor of His Honor the Lieutenant-Governor obtaining the opinion of the law officers of the Crown.

From Government of Bengal to Chamber.

No. 2471 *Calcutta, the* 24*th November* 1885.

With reference to paragraph 8 of your letter dated the 2nd ultimo., I am directed to state that the resolution recorded by the Commissioners of the Suburban Municipality on the 28th April last, sanctioning the enhancement of the scale of fees levied on the licensed jute warehouses in the Suburbs for 1884-85, has been decided by the Advocate General to be illegal. In a subsequent resolution, the Municipal Commissioners requested Government to raise the scale of fees to 10 per cent. but as this cannot legally be done with retrospective effect, the enhanced scale will come into force with effect from the 1st April 1886. The other points raised in your letter will be dealt with in a subsequent communication.

QUESTION CONNECTED WITH THE GRANT OF "B" CERTIFICATES TO NATIVE PASSENGER VESSELS.

A QUESTION having arisen whether the Officers who grant "B" certificates, under the Native

Passenger Ships' Act of 1876, should withhold such Certificates if two at least of the Ship's Officers are not competent to navigate the vessel through the channels in which her course lies, the Chamber was compelled to point out the practical difficulties which would be created if such a rule were enforced, and the suggestion was ultimately abandoned :—

From Goverment of Bengal to Port Officer,
No. 724, *Calcutta*, 24th *March* 1885.

I AM desired to acknowledge receipt of your letter No. 822, dated the 2nd March 1885, in which you make certain enquiries in respect of the orders contained in the Government Resolution of the 25th February last, on the subject of granting B Certificates under the Native Passenger Ships' Act.

2. There can be no doubt that the difficulties you notice are serious, and that if no B Certificate was granted unless two of the Officers were acquainted with the navigation of the channels through which the ship's course lay, the utmost inconvenience might arise. For instance, the course of most passenger ships lies through the Hooghly, but it would be impracticable to expect that two officers in each passenger ship should be acquainted with the navigation of that most intricate river. Where the navigation of a river is very intricate, there pilotage is usually made compulsory, and there it is not to be expected that ships' officers are, as a rule, competent to navigate their vessel. In the Lieutenant-Governor's opinion therefore the orders of the Government of India must be interpreted to mean that, where pilotage is made compulsory, there the rule laid down by the Advocate-General should not be applied, for there the navigation is conducted by a specially trained pilot. Where, however, the navigation is so little intricate that

it admits of being performed by the ship's officers, there it is desirable that the rule should be enforced. In order to enforce it, it will not be necessary for you to give certificates of competency. If you are assured that two of the ship's officers are competent to navigate the ship through the channels in question, that is all that is required.

Calcutta, the 25th February 1885.

RESOLUTION.

READ—

The correspondence regarding the question whether Certificate "B" granted under the Native Passenger Ships' Act, 1876, can be withheld from a ship on the ground that not more than one of its officers is acquainted with the navigation of the port for which the ship is bound.

In a recent case of collision between two passenger steamers near the Kanaka buoy in the Dhamra river, the Marine Court, appointed under Act XII of 1859 to investigate the case, remarked that one of the vessels which was licensed to carry 1,200 passengers had only one officer on board (the master) competent to navigate the channels of the river in which the collision occurred, so that had any accident happened to him the lives of all the passengers would have been in danger. This led to the consideration of the question whether Certificate "B" granted under the Native Passenger Ships' Act VIII of 1876 can be withheld from a vessel on the ground that not more than one of its officers is acquainted with the navigation of the port for which the vessel is bound. The Hon'ble the Advocate-General, who was consulted, holds that there is, by sections 15 and 16 of the Act, an absolute discretion as to granting the certificate under section 11(with a certain limitation) reposed in the certifying officer, subject to the control of the

Local Government ; that the certificate is required for the purpose of securing fitness for a particular voyage ; that the discretion allowed should be so exercised as to carry out the spirit of the Act ; and that the certifying officer has discretion to insist not only that the vessel should have a sufficient number of officers, but also that they should be competent to perform the special duties of the particular voyage.

In view of this opinion, in which the Government of India as well as this Government concurs, the Lieutenant-Governor is pleased to direct that in all such cases the officers who grant "B" certificates under the Native Passenger Ships' Act of 1876 should withhold such certificates if two at least of the ship's officers are not competent to navigate the vessel through the channels in which her course lies.

ORDER.—Ordered that a copy of this Resolution be forwarded to the *(a)* Port Officer, Calcutta, for information and guidance, and *(b)* to the Commissioners of the Chittagong and Orissa Divisions for information and for communication to the Port Officers in their respective divisions for their guidance.

From Chamber to Government of Bengal,

Calcutta, 14th September 1885.

THE attention of the Chamber of Commerce has been drawn to the Resolution of the Lieutenant-Governor in the Marine Department, dated 25th February last, laying down the rule that in the case of passenger vessels proceeding to Ports where pilotage is not compulsory, the officers who grant "B" Certificates under the Native Passenger Ships' Act of 1876 should withhold such Certificates if two of the ship's officers are not competent to navigate the vessel through the channels in which her course lies.

2. This rule was passed after a reference to the Advocate General and as a consequence of a collision "between two passenger steamers near the Kanaka buoy in the Dhamra river." The immediate incentive to the framing of this rule was the remark of the Court which enquired into the circumstances of that collision "that one of the vessels which was licensed to carry 1,200 passengers had only one officer on board (the Master) competent to navigate the channels of the river in which the collision occurred, so that had any accident happened to him the lives of all the passengers would have been in danger."

3. I am instructed to point out that the Kanaka buoy is not "in the Dhamrah river." It is several miles to seaward of the mouth of that river, being the first buoy which a vessel intending to enter the channels leading to the river picks up as she approaches from seawards. Then the case put by the Marine Court is wholly supposititious. The collision in this case having taken place outside the channels leading to the Dhamrah river, if it had been serious, would have been followed by the sinking of one or both vessels outside the line of the Dhamrah sandheads and outside the line of the extreme eastern points of Short's Island, and it would have been almost impossible for the Master of either vessel to have run his vessel on shore on the sands, the only resource open to him for saving life.

4. Turning now to the rule itself as formulated by Government, I am to point out that it imposes upon vessels engaged in the coasting passenger trade of India an obligation not contemplated by the rules of the Board of Trade or by the Act of Parliament regulating Merchant Shipping. Further, it is a rule unknown in any other part of the world. The Merchant Shipping Act insists that all officers of ships shall be competent to navigate vessels in any part of the world. The rules of the

Board of Trade require them not only to be competent to navigate a vessel on the open sea but to be thoroughly acquainted with the use of charts and the management of their vessels in narrow waters and in all places for which they possess charts. In fact, a considerable portion of the examination of Masters and Mates is directed towards testing their knowledge of what should be done when a vessel labours under stress of weather, meets with a serious accident, or takes the ground.

5. It is almost impossible to retain officers of vessels for special voyages; there is a constant shifting and changing, and with this changing the owners of a vessels are continually liable to have to employ officers who may not be acquainted with the channels through which her course lies in performing special or general coasting voyages. If the rule in question were enforced, therefore, the case of an officer being laid up from sickness or leaving a vessel from any cause would vitiate the "B" Certificate, and compel the vessel to lay up until fortunate enough to secure another officer with the special local knowledge required by the rule.

6. Further, no Agent or Owner of vessels can test an officer's qualifications as suggested by this new Rule, All that they can do is to assure themselves that he possesses Board of Trade Certificates defining his class as an Officer, and proving him in the opinion of the Board of Trade capable of carrying out the duties belonging to his grade in any part of the world. In other words the new Rule is one which cannot possibly be worked, if for no other reason, for this, that it is impossible to obtain a supply of officers possessing the local knowledge which the Rule insists upon, and which the Merchant Shipping Act and the Board of Trade do not consider it necessary they should possess.

7. Having thus shown that the Rule cannot be worked and also that there was nothing in the circum-

stances of the particular accident which gave rise it to call for its being framed, my Committee would point out finally that although the passenger trade with the Dhamrah river has been carried on by officers who possess, as a rule, only the customary certificates, that this collision is the only accident of the kind reported during the fourteen years that the trade with that river has been opened, and they trust that His Honour the Lieutenant-Governor will agree with them in considering the Rule uncalled for and unnecessary.

From Govt. of Bengal to Govt. of India.

Darjeeling, dated the 10th November 1885.

With reference to the correspondence ending with Mr. O'Conor's No. 701, dated 13th February last, I am directed to forward, for the information of the Government of India, copies of the correspondence noted in the margin, and to request that the subject may be reconsidered with a view to some further explanation of the rule objected to.

1. Resolution of the Government of Bengal in the General Department (Marine), dated the 25th February 1885.
2. Letter No. 882, dated the 2nd March 1885, from the Port Officer, Calcutta.
3. Letter No. 724, dated the 24th March 1885. to the Port Officer Calcutta.
4. Letter No. 1185. dated 24th March 1885. from the Port Officer Calcutta.
5. Letter No. 3239 dated the 26th August 1885. from the Port Officer, Calcutta, and enclosure.
6. Letter from Secretary to the Bengal Chamber of Commerce, dated 14th September 1885.

2. In the Resolution of the Government, in the General Department, dated 25th February last, it was directed that "B" certificates, under the Native Passengers Ships' Act of 1876, should be withheld, "if two at least of the ship's officers are not competent to navigate the vessel, through the channel in which the course lies." In the previous correspondence the question raised was whether two officers should not be "acquainted with the navigation of the port for which the ship is bound;" and the ruling laid down in the circular quoted above has therefore been interpreted to mean that the officer who

has to grant a "B" certificate must, before doing so, satisfy himself that, at least, two officers possess local knowledge of the channels through which her course lies. To this, as will be seen from the enclosures to this letter, objections have been raised by the Port Officer, Messrs. Turner, Morrison and Company, and the Chamber of Commerce; and, in the Lieutenant-Governor's opinion, there is much weight in these objections. Sir Rivers Thompson, in fact, thinks that the rule, as at present interpreted, is unworkable. As pointed out in paragraph 5 of the letter from the Chamber of Commerce, it would be extremely difficult, if not impossible, for owners to retain a sufficient staff of officers possessing the required local knowledge. It is further argued, in paragraph 4 of that letter with, as it seems to the Lieutenant-Governor, considerable force—that, under the rules of the Board of Trade, it is necessary, in order to obtain a Board's certificate for officers to be thoroughly acquainted with the use of the charts and the management of their vessels in narrow waters, and it is understood that officers holding Board of Trade or Colonial certificates are elsewhere held to be duly qualified to navigate a vessel in any channels where pilotage is not compulsory. It is admitted that the navigation of the channels of the Orissa rivers is not intricate; and the fact that only one collision has taken place during the 14 years that the ports have been open for trade, goes far to prove that no necessity exists for new rules.

3. It appears, therefore, to the Lieutenant-Governor that in the case of vessels having two officers holding Board of Trade or Colonial certificates, it is unnecessary to insist that they shall possess local knowledge of the channels which they have to navigate. Section 13, Act 1 of 1859, requires every ship over 300 tons to carry two such certificated officers; and in such cases all that need be done by the officer granting the "B" certificate is to

satisfy himself that the vessel has on board all the requisite charts, sailing directions, &c., which would enable a duly certificated officer to navigate the channels. As regards vessels under 300 tons, the Lieutenant-Governor would leave a wide discretion to the officer granting the certificate to satisfy himself of the competency of the officer in any way that seemed best to him. In the case of only one officer holding a certificate, it would be necessary to insist on a second officer possessing local knowledge; and if neither master nor mate held certificates, they would both be required to have had experience of the channels through which they had to run; but it is not believed that the enforcement of the rule in such cases would involve any hardship.

4. I am desired to request that, if the views stated in the last paragraph have the concurrence of the Government of India, an authoritative ruling may be laid down that local knowledge of the channels to be navigated need not be insisted upon in every case; that it will be left to the discretion of the officer granting the certificate to decide on the competency of the ship's officers; and that the certificate shall not ordinarily be refused to a ship having two duly certificated officers, and furnished with the necessary charts and sailing directions.

From J. E. O'CONOR, ESQ., *Assistant Secretary to the Government of India, Department of Finance and Commerce, to the Secretary to the Government of Bengal, General Department—No* 350, *dated Calcutta, the* 2nd *December* 1885.

I AM directed to acknowledge the receipt of your letter No. 2179, dated the 10th November 1885, requesting that an authoritative ruling may be laid down that the officer granting certificate "B" under the Native Passenger Ships Act, 1876, should not insist, in every case, upon the possession, by the officers of a ship, of local knowledge of the channels to be navigated by her, and that the certificate shall not ordinarily be refused to a ship

having two duly certificated officers, and furnished with the necessary charts and sailing directions.

2. I am to state that it was not intended by the orders contained in the letters from this Department noted in the margin, to prescribe that local knowledge of the channels to be navigated is essential for the grant of certificate "B." It was required simply that not less than two of the officers of a vessel should be competent to navigate her. The possession of Board of Trade and Colonial certificates, and of such charts and sailing directions as would enable a certificated officer to navigate a vessel, may certainly be held to be sufficient to meet the requirements of the orders, and the Government of Bengal may act as proposed in paragraph 4 of your letter.

No. 701. dated 13th February 1885.
No. 1348. dated 9th June 1885.

No. 48.

COPY, together with a copy of the letter to which it is a reply, and of the papers referred to, forwarded to the Secretary to the Bengal Chamber of Commerce, with reference to his letter of the 14th September 1885, for the information of the Committee of the Chamber.

CALCUTTA ;
MUNICIPAL DEPT.—*Marine,*
The 5th January 1886.

PUNISHMENT FOR DESERTION AND ABSENCE WITHOUT LEAVE.

The local newspapers of 9th July 1885, published a decision by Mr. C. H. Reily, Officiating Chief Presidency Magistrate, in which he held that "under section 83, clause 2 of Indian Act I of 1859, the Court, for the reasons already given, is of opinion that it is precluded from

inflicting a sentence of imprisonment in any case in which the accused is charged with an offence under that clause," The reason given was briefly that 43 and 44 Vic., Chap. 16 of 1880, had altered the law from which the Indian Act was adapted, and consequently, as the provisions of the English Merchant Shipping Act of 1854 had ceased to be in force in England, as regards the punishment of imprisonment for the offences of desertion and absence without leave by seamen and apprentices, that particular punishment was abolished also in India. This view was, on reference to that officer, supported by the learned Advocate General, the Hon'ble G. C. Paul. The matter was referred to the Chamber by the Acting Superintendent of the P. and O. Company. Your Committee addressed the Board of Revenue, and after going carefully into the question, saw grave reason to doubt the soundness of the decision given on 8th July by Mr. Reily. Their views were submitted by the Board of Revenue to Mr. Paul, and appear to have shaken him as to the correctness of his first opinion. Another case having come before Mr. Marsden, the Chief Presidency Magistrate, he imposed a sentence of imprisonment, but referred the conflicting decisions of himself and Mr. Reily to the High Court, which tribunal held that the punishment of imprisonment for the offences of desertion and absence without leave from vessels, was not affected, so far as India is concerned, by the English Act of 1880.

From Chamber to Board of Revenue, L. P.

Calcutta, 25th September 1885.

I am instructed by my Committee to solicit the favor of your supplying them with a copy of your No. 469 B., of 14th July last, with enclosure, copy of opinion of the Advocate General on the working of Section 83 Act 1 of 1859.

From Board of Revenue to Chamber.

No. 977. B.—dated Calcutta, the 30th September 1885.

Marine.
Mr. Reynolds.

With reference to your letter dated *25th September* 1885, I am directed to forward herewith, as *requested*, a copy of the Board's letter *No. 469 B., dated 14th July* 1885, to the address of Government, together with a copy of the Advocate General's opinion therein referred to.

From Board to Government of Bengal.

No. 469 B.—dated Calcutta, the 14th July 1885.

Marine.
H. A. Cockerell, Esq. C.S.I.

I am directed to submit for the consideration and orders of Government, the accompanying copy of a letter, No. 1882, dated 14th May 1885, from the Shipping Master of Calcutta, enquiring whether the provisions of section 83 and the following sections of Act I of 1859, relating to discipline of crews, apply to all British ships in Indian Ports, and to request that the points raised by him may be noted for consideration at the time of any revision of the Indian Merchant Shipping Act. The opinion of the Hon'ble the Advocate General, whom the Board consulted on the subject, is also enclosed for the information of Government.

2. In connection with this matter, the Board would invite attention to the decision of Mr. C. H. Reily, Presidency Magistrate, in the case reported in the *Daily*

News of the 9th July 1885, which appears to be in accordance with the opinion of the Advocate General, referred to above.

Opinion.

Such of the provisions of Part III of the Merchant Shipping Act 1854, as have been applied by Act I of 1859, appear to have been so applied under section 288 of the Merchant Shipping Act 1854. Section 83 of Act I of 1859, has been copied from section 243 of the Merchant Shipping Act of 1854.

For the 2nd schedule to 43 and 44 Vic., chapter 16, amongst others, there are amendments of sub-sections 1 and 2 of section 243 (of the Merchant Shipping Act 1854) and the effect is that imprisonment has been abolished in respect of the offences contained in those sub-sections. Section 288 of the Merchant Shipping Act provides as follows :—

"If the Governor-General of India in Council, or the respective Legislative authorities in any British possession abroad, by any Acts, ordinances, or other appropriate legal means, apply or adopt any of the provisions in the 3rd part of this Act contained, to any British ships registered at, trading with, or being at, any place within their respective jurisdictions, and to the owners, masters, mates, and crews thereof, such provisions, when so applied and adopted as aforesaid, and as long as *they* remain in force, shall in respect of the ships and persons to which the same are applied, be enforced, and penalties and punishments for the breach thereof shall be recovered and inflicted throughout Her Majesty's dominions, in the same manner as if such provision had been hereby so adopted and applied, and such penalties and punishments had been hereby expressly imposed."

The question is to what does the word "they," underscored by me, refer. I am of opinion that the word "they" refers to the provisions of the Merchant Ship-

ping Act 1854, and that certain of these provisions being repealed, they are no longer in force.

It follows that I agree in opinion with Captain Stiffe, that the abolition of imprisonment in reference to section 243, sub-sections 1 and 2 of the Merchant Shipping Act of 1854, operates to remove imprisonment from section 83, sub-sections 1 and 2, and these sub-sections must be read as amended by 43 and 44 Vic., chapter 16.

From Chamber to Board of Revenue.

Calcutta, 30th October, 1885.

My Committee direct me to thank you for your No. 997 B., dated 30th September last, and for its enclosures, the Board's letter No. 469. B., dated 14th July last, to the address of Government, and copy of the Advocate General's Opinion therein referred to.

2. The question dealt with by those papers is one of much importance to the shipping interests, especially in a country like India, which draws its supplies of European seamen from outside, and which has to deal with many native races located on many points of its shore line for the supply of native lascars. My Committee need not, however, go into the details of the question as they are already fully before the Board and the Government, and have, in the decision of Mr. C. H. Reily, Presidency Magistrate, in the case reported in the "*Indian Daily News*" of 9th July 1885, been fully placed before the public.

3. It is contended that certain provisions of the English Merchants' Shipping Act, 1854, must be held to be no longer applicable in India because they have ceased under 43 and 44 of Vic., chap. 16 to be in force in England. My Committee, whilst admitting the great authority of the Advocate General, feel themselves bound to traverse this opinion, and would ask the Board to submit

their views to Government in order to obtain an authoritative exposition of the law in the matter. The Merchant Seamens' Act for India, Act 1 of 1859, is an adaptation to this country of 17 and 18 Vict. chap. 104. Section 288 of the English Act is set out in the preamble of Act I of 1859 as the authority by which the provisions of the English Act are adapted to India. In section 288 the operative phrase is that noted by the Advocate General, and which declares that the provisions of the third part of the English Act, when applied and adapted to India, shall be adapted and applied "as long as they remain in force." In the view of the Advocate General this remaining in force of the provisions of the English Act, is confined to the operation of the Act or rather of part 3, in the United Kingdom only, a conclusion, which, to my Committee, appears to be very restricted and to be not warranted by the terms of section 288. That section refers to British possessions abroad, and in the view of my Committee must be read in conjunction with section 109. This latter indicates the application of the Act, and gives that application a very much wider scope than the limits of the United Kingdom, for it makes the Act operate in the cases of vessels which could, by no possibility, be affected by any practice or custom obtaining in England. Clause 5 of section 109 applies Part 3 of the Act to all vessels registered in any of Her Majesty's dominions abroad, when such ships are out of the jurisdiction of their respective Governments. The next clause, 6, applies the Act to all vessels, whether British or Colonial, trading or going between any place in the United Kingdom, and any place or places not situated in the Possession in which such ships are registered. The effect of section 109 is to make the operation of the Act of 1854 as wide and as general as possible and, not to make it dependent upon any mere local application within the boundaries of the United Kingdom; and my Committee, giving the subject their best attention are

constrained to adopt the opinion, that such a provision as that contained in section 243 of the Act, and adapted to India by section 83 of Act I of 1859, providing for the punishment of desertion and of absence without leave, can only be held to have ceased to be in force when the repealing or amending Act shall have reference to section 109, and shall be as wide and as general in its terms as the language employed in that section.

4. This view is confirmed to their mind by the terms used in the introductory sentence of section 10 of Act. 43 and 44 Vic., chap: 16. If this introductory sentence be omitted, then section 10, it might be very well argued, was intended to have an enlarged effect, and would necessarily affect the provisions of part 3 of the Act of 1854 wherever these might have been adopted or applied, and as section 10 abolishes imprisonment as a punishment for desertion or absence without leave that abolition would take effect in all British possessions wherein the Merchants' Shipping Act of 1854 might be in use or in force. But the introduction to the section appears to my Committee to disclose, in the clearest manner, an intention on the part of the Imperial Legislature to confine the operation of the Act of 1880, 43 and 44 Vic., Chap. 16. to the local limits of the United Kingdom, and not to give it any general or extended application. The words of this introductory sentence are—"The following provisions shall from the commencement of this Act have operation within the United Kingdom." It might be contended with some plausibility, that certain provisions of part 3 of the Act of 1854 having ceased to be in force in the United Kingdom, must be held to have ceased to be in force altogether, and in all possessions subordinate, so to speak, to the operation of the Acts of the British Parliament. But this contention cannot, in the opinion of my Committee, be undertaken in the face of the terms of section 109 of the Act, or in the absence, from the

amending Act, of such permission to adopt and apply its provisions as that contained in Section 288, under which the Governor-General in Council framed the Indian Act I of 1859.

5. My Committee, therefore, regard the abolition of the punishment of imprisonment for the offences of desertion and absence without leave, by seamen and apprentices, as wholly and entirely local to the United Kingdom, and as continuing in force in all Her Majesty's possessions exterior to the United Kingdom. The matter, as I have said, is one of very great importance especially as affecting not only the discipline but the manning of vessels in Indian ports. It affects also the public generally, for, if it is to be held that deserters cannot be punished by imprisonment, the offence of desertion in an Indian port, where the Courts cannot, as in the case of Courts in the United Kingdom, direct their decisions against, it may be, a fairly considerable amount of wages due to the offenders, must inevitably result in a large increase to the numbers of unemployed Europeans of the lowest class, and thus to a necessity for, it may be, some stringent amendment of the Vagrancy Act. It is not reasonable to suppose that a contingency of this sort would not present itself to the framers of the Act 43 and 44 Vict. Chap. 16. At all events, my Committee trust that the Board will move the Government to submit their views to the Advocate General, and will take such other steps as may be called for to settle the very grave questions raised in the decision of Mr. Reily published in the newspapers on July 9th.

From Board of Revenue to Chamber.

No. 1140*B.*—*dated Calcutta, the* 2*nd December* 1885.

Marine,

H A. Cockerell, Esq., c.s.i.

With reference to your letter dated 30th October 1885, regarding Section 83, &c., of the Indian Merchant

Shipping Act I of 1859, relating to discipline of crews, I am directed to forward herewith for your information a copy of the further opinion, dated 25th November 1885, received from the Advocate General on the subject, from which it will be seen that no reference has been made as to the case already decided. Instructions have, however, been issued to the Shipping Master of Calcutta, to act on the Advocate General's suggestion on the occurrence of a similar case in either of the Presidency Magistrates' Courts.

OPINION.

I have been so much impressed by the views of the Chamber of Commerce, that I entertain doubts as to the accuracy of my former opinion. These doubts are not so strong as to make me alter that opinion, but they are sufficiently so to induce me to recommend, that an authoritative ruling may be obtained from the High Court. This can be readily done by placing the views put forward by the Chamber of Commerce before Mr. Marsden in any case which may arise, and requesting him to submit the question of law which has arisen, for the opinion of the High Court under Section 432 of the Code of Criminal Procedure. Mr. Reily entertained the same opinion as myself, but I do not think Mr. Marsden has yet given any opinion on the subject.

The question under consideration turns upon the words—"and so long as they shall remain in force" in Section 288 of the Merchant Shipping Act of 1854. These words must mean—

(1) So long as the provisions remain in force as part of the statute law of England;

or

(2ndly) As regards India, until they are expressly repealed by the English or Indian Legislature.

With reference to the 2nd construction, it is to be observed that the words under consideration need not have

been introduced if the object attributed to the British Legislature was that involved in it, for a law is, and remains a law, until it is repealed.

If the former is the proper construction, the words were necessary. By the application of the provisions in Part 3 by the Indian Legislature, in terms of section 288 to the subject mentioned therein, the law enacted by that Legislature became part of the Merchant Shipping Act 1854, or part of the statute law of England. Under these circumstances it is likely that the British Legislature intended that, whenever any of the above-mentioned provisions ceased to be the law of England, its application to India should also cease. With this intention, the words above referred to were properly introduced. Furthermore, the second construction would introduce an anomaly and incongruity which I will best illustrate by an example :—

A sailor employed in a ship registered in England, deserts while in an Indian port, on the assumption that the second construction is correct. If tried in England (which he could be under section 520, if found there) he would not be liable to imprisonment, but if tried in India, he would be liable to imprisonment. It is hardly likely that the British Legislature intended that one and the same statute (the application in India of the provisions being made part of the Merchant Shipping Act 1854, under section 288) should in regard to one and the same offence have different operations in England and India respectively. In a small place where there is only a Consular Court having jurisdiction, and few Europeans, such a divergence of punishment might be probable, and it is probably with reference to such places that the limitation in section 10 and 12 of 43 and 14 Vic., chap. 16 was introduced.

The above are the considerations which inclined me to accept the first construction, but, I am prepared to admit that a different construction, namely, that indicated by the Chamber of Commerce, is well worthy of consideration, and may, perhaps, be the correct view of the matter.

JOHN BRUCE, *Chief Engineer, S. S. "City of Cambridge."*

versus

CORNELIUS CROMIN, *seaman of the same, in custody, Charged with absence without Leave from the said Ship.*

JUDGMENT.

THE question before the Court is, whether under section 83, clauses 1 and 2 of the Indian Merchant Shipping Act, (Act I of 1859) seamen are liable to imprisonment for the offences therein specified, *viz.* desertion, neglecting or refusing to join or to proceed to sea, absence within twenty-four hours before sailing, and absence without leave, or whether they are only liable to fine.

My predecessor, Mr. Reily, in a judgment delivered on the 8th July 1885, has held that this Court has no power to inflict imprisonment, and as I understand it, for the following reason, *viz.*, that the authority under which the Indian Legislature passed Act I of 1859, is to be found in section 288, 17 and 18 Vic., Chap. 104, which is as follows :—

"If the Governor-General of India in Council, or the "respective Legislative authorities in any British posses- "sion abroad, by any acts, ordinances, or other appropriate "legal means, apply, or adopt, any of the provisions in the "third part of this Act contained, to any British ships re- "gistered at, trading with, or being at any place within "their respective jurisdictions, and to the owners, "masters, mates and crews thereof, such provisions, when so "applied and adopted as aforesaid, and as long as they "remain in force, shall in respect of the ships and persons "to which the same are applied, be enforced, and penal- "ties and punishments for the breach thereof shall be "recovered and inflicted throughout Her Majesty's domi- "nions, in the same manner as if such provisions had "been hereby so adopted and applied, and such penalties "and punishments had been hereby expressly imposed."

This section is recited in the preamble of Act I of 1859 of the Legislative Council of India.

Section 83 of the said Act will be seen to be a transcript of section 243 of 17 and 18 Vic., Chap. 204. Section 243, as it originally stood, empowered Criminal Courts to inflict imprisonment for the offences specified in clauses 1 and 2, but this section has been amended by 43 and 44 Vic., Chap. 16, to the effect that Criminal Courts shall have no power to inflict imprisonment for offences under clauses 1 and 2 of section 243.

After giving the matter my best consideration, it appears to me that the Indian Act I of 1859, was passed under the general powers of legislation given to the Legislature of the country by the Indian Councils Act 24 and 25 Vic., Chap. 67, and that the object of section 288 of the statute, and the reason of its recital in the preamble of Act I of 1859 was, that according to section 288, judgments and orders passed by the Criminal Courts of this country, were to be enforced throughout Her Majesty's dominions, in the same manner as if such provisions had been adopted and applied, and the penalties and punishments had been imposed, by the Merchant Shipping Act of 1854, which would not otherwise have been the case.

I am of opinion that the repeal or otherwise of 17 and 18 Vic., Chap. 104, can in no way further affect Act I of 1859 of the Indian Legislature, but that the latter must be considered to be in force in India until it is repealed by specific legislation.

The effect, I take it, of the partial repeal of section 243 of the statute, is to take away the power of enforcing orders passed under Act I of 1859 outside the limits of British India, which was the only special effect of section 288 of the Merchant Shipping Act of 1854.

I would here refer to the use of the words "within the United Kingdom" at the beginning of section 10 of 43

and 44 Vic., Chap. 16, which is the section that expressly provides that a seaman or apprentice shall not be liable to imprisonment for the offences mentioned in clauses 1 and 2, section 243 of 17 and 18 Vic., Chap. 104: that section commences as follows—"The following provisions "shall, from the commencement of this Act, have opera- "tion within the United Kingdom."

If it were held that the amendment of Part III of the Merchant Shipping Act of 1854, acted *ipso facto* as an amendment of the Indian Act, it would seem to follow, that if altogether new provisions were substituted for Part III of the Merchant Shipping Act of 1855, the Indian Act, whilst remaining unchanged upon the Indian Statute Book, might have to be read as meaning something entirely different from, and perhaps contradictory of, its express terms.

It would appear that the British Legislature considered that different provisions might be necessary in different dependencies of the Empire, and would seem to have provided for such a contingency, by the passing of section 288 of the Merchant Shipping Act of 1854.

I can see no grounds for supposing that by section 288 it was intended, in any way, to curtail the powers conferred by the Indian Councils Act 24 and 25 Vic., Chap. 67.

The sentence of the Court is, that the accused do undergo 24 hours imprisonment with hard labour; but inasmuch as the question is one of very great moment to the mercantile community, and one on which it appears to me most desirable that an authoritative ruling should be obtained, I direct that the following question be referred to the High Court, under section 432 of the Code of Criminal Procedure, and that pending the decision of the High Court, the accused be enlarged on his own recognisance of Rs. 10 to come up for judgment when called upon.

I further order that a copy of this judgment be forwarded to the High Court, together with the question, as shewing the reasons that have caused me to come to the decision I have arrived at.

QUESTION FOR THE OPINION OF THE HIGH COURT.

Whether the amendment clauses 1 and 2 of section 243 of 17 and 18 Vic., Chap. 104, by Act 43 and 44 Vic., Chap. 16, affects the provisions of Act I of 1859 of the Indian Council, so as to do away with the liability to imprisonment in Calcutta for the offences specified in clauses 1 and 2 of section 83?

HIGH COURT OF JUDICATURE AT FORT WILLIAM IN BENGAL.

The 7th January 1886.

CRIMINAL JURISDICTION.

Present:

The Hon'ble H. S. CUNNINGHAM,

and

The Hon'ble CHUNDER MADHUB GHOSE,

Two of the Judges of the Court.

In the matter of John Bruce,

versus

Cornelius Cromin.

WE agree with the Magistrate in the view he has taken of this matter. The amendment of clauses 1 and 2 of section 243 of the Merchant Shipping Act 1854 (17 and 18 Vic., C. 104) by 43 and 44 Vic. C. 16, does not, in our opinion, affect the liability of seamen in Calcutta under section 83 of Act 1 of 1859 to imprisonment. Had any such change been intended, it would doubtless have been expressly enacted in Act V of 1883, passed subsequent to the above Act 43 and 44 Vic., C. 16, which in section 35, 36 and 37 amends some portions of Act I of 1859.

MEMO. No. 38.

Copy forwarded to the Chief Presidency Magistrate of Calcutta for his information and guidance, with reference to his letter No. 492, dated the 21st December 1885.

PETROLEUM DEPOT AT BUDGE BUDGE.

The Committee of the Chamber of Commerce have repeatedly pressed upon the Port Commissioners and the Local Government, the necessary character of this important work, and have urged its prompt completion. The depôt will probably be ready to receive and store inflammable oils about the beginning of July. The Port Commissioners having intimated to the trade that the depôt will be available your Committee have represented to the Local Government that the limits of the Port of Calcutta should be extended so as to include Budge Budge, and have asked that the question of including Diamond Harbour within the limits of the Port be again examined. Early in October it was found that the rules published in the *Calcutta Gazette* of 6th August, if carried into effect, would result in very great injustice to the trade, which, in the absence of a proper depôt at such a point as Budge Budge, is compelled to use the storage accommodation at Garden Reach.

From Chamber to Government of Bengal,
Calcutta, 21st February 1885.

THE Committee of the Chamber of Commerce desire me to submit their inquiry as to what steps have been

taken for the construction of a depôt at Budge Budge for the landing and storage of Petroleum.

The Government of Bengal in their letter of the 15th October last, in reply to the Chamber's of the 18th of the previous month (in which the urgency of the accommodation was represented) forwarded copy of a Memorandum on the subject of the arrangements necessary for carrying out the proposed scheme, and stated that the Port Commissioners had been asked to revise their plans and estimates in accordance with the views expressed in that Memorandum, but no later information has reached the Chamber.

I am therefore desired by the Committee to repeat their declaration that the construction of a depôt at Budge Budge is a matter of pressing importance, and to express their regret that it does not appear to have advanced beyond the stage which was reached nearly 6 months ago.

The Committee had hoped that the Port Commissioners would have been, long since, authorised to proceed with the necessary works, so as to be ready to provide accommodation for the Petroleum trade before the rainy season sets in, and they trust that it is not too late even now for the Port Commissioners to proceed with their operations so as to complete them before the S. W. Monsoon.

From Government of Bengal to Chamber,

No. 35 *Calcutta, 25th February* 1885.

In acknowledging the receipt of your letter dated the 21st February 1885, in which you enquire what steps have been taken for the construction of a depôt at Budge Budge for the landing and storage of petroleum, I am directed to refer you to this Government Notification dated the 6th December 1884, published in the *Calcutta Gazette* of the 10th idem, on the subject, and to say that

the attention of the Port Commissioners has been invited to your letter under reply.

NOTIFICATION.

The 6th December 1884.—Plans and estimates amounting to Rs. 2,70,500 for the construction of a wharf and depôt at Budge Budge for the landing and storage of petroleum imported into the Port of Calcutta, having been submitted by the Vice-Chairman of the Port Commissioners, with his letter No. 2653, dated the 3rd November 1884, the Lieutenant-Governor, with the previous approval of the Governor-General in Council, sanctions the expenditure under the provisions of section 35 of Act V (B.C.) of 1870.

From Port Commissioners, to Chamber,
No. 1033, *the* 13*th July* 1885.

PROPOSED PETROLEUM WHARF.

WITH reference to your letter, dated the 6th instant I am directed to say that some of the land required for the wharf has been acquired, and that the work of construction will be taken in hand as soon as the necessary funds can be raised by a loan.

From Port Commissioners to Chamber,
No. 1176, *the* 30*th July* 1885.

PROPOSED PETROLEUM WHARF.

I am directed to acknowledge the receipt of your letter dated the 24th instant, asking for fuller information regarding the steps taken towards the construction of the proposed Petroleum Wharf.

2. In reply, I am to state as follows :—

(*a*) The area of the land acquired up to date is twenty biggahs.

(*b*) The area remaining to be taken up is about eighty biggahs.

(*c*) It is expected that the remaining land will be acquired by November next.

(*d*) A contract has been entered into for the construction of the eight sheds required for the wharf, and the major portion of the ironwork for these sheds has been completed, and a large portion of the materials have been delivered on the site. The pontoons required for the landing-stages are ready, and the ironwork for the bridges is also ready for fitting together.

3. I am to add that all operations in connection with this work have been suspended for the present, and must necessarily remain so until funds for completing the scheme can be raised. A loan of Rs. 2,80,000 is required for the purpose, and the work will be put in hand again when the loan, for which the Commissioners are now inviting tenders, can be raised.

From Port Commissioners to Chamber,
No. 1267, *Calcutta the* 30*th August* 1885,

PROPOSED PETROLEUM WHARF.

IN reply to your letter dated the 6th instant, I am directed to say that the land is being taken up under the provisions of Act X of 1870 and not by private negotiation.

2. I am to add that the Commissioners have done all in their power to advance the project; if, however, the Chamber considers that greater expedition is desirable, I am to suggest their making a representation to Government in the matter.

From Chamber to Govt. of Bengal,
Calcutta, 2nd October 1885.

MY Committee have recently been in correspondence with the Commissioners for making improvements in the Port of Calcutta on the subject of the delay in the estab-

lishment of a Petroleum depôt at Budge Budge. From this correspondence my Committee gather, with much regret, that this very necessary work is not likely to be brought to a speedy completion. Only a small portion of the land required has come into the Commissioners' possession, the rest it is hoped may be acquired during November next; a quantity of plant is ready, but the work is stopped for want of funds, and until these can be provided, the Port of Calcutta is likely to remain without this necessary portion of its commercial equipment. My Committee need scarcely point out to His Honor the Lieutenant-Governor the value of a depôt for inflammable oils at a safe distance from the Port. On that point His Honor has shewn that he shares the views of the community in general but the consumption of Kerosine is increasing, and it therefore becomes more and more urgent that the depôt at Budge Budge should be available for the storage of inflammable oils. My Committee trust that the position and prospects of the Budge Budge depôt may receive the early attention of His Honor, and that the work may be pushed on so that the Port of Calcutta may be relieved, as early as possible, from what is admitted on all hands to be a serious danger. If the Port Commissioners are unable to procure the necessary funds for the construction of the depôt at Budge Budge, my Committee would suggest that the requisite amount might be advanced to them by Government. They would also suggest, should further difficulties in the acquisition of land betray themselves, that the summary sections of the Land Acquisition Act might be applied and further delay on this account be prevented.

From Government of Bengal to Chamber,
Darjeeling, 2nd November 1885.

I AM directed to acknowledge the receipt of your letter dated the 2nd ultimo, in which the Chamber of Commerce

represent the urgent necessity which exists for the estab lishment of a Petroleum wharf and depôt at Budge Budge at a very early date. With a view to the early completion of the work, the Chamber suggest that, should the Port Commissioners be unable to procure the requisite funds, the amount might be advanced to them by Government, and that if there be any further difficulties in the acquisition of the lands required for the purpose, the summary sections of the Land Acquisition Act may be made applicable to the case.

2. In reply, I am directed to state that the question of the completion of the Petroleum wharf and depôt depends on the orders which may be passed by the Government of India on an application of the Port Commissioners recently forwarded by the Government of Bengal, asking that the funds required by the Port Trust for this and other purposes may be advanced by the Government of India; or, if this be deemed unadvisable, that the Secretary of State for India be again asked to allow the Port Commissioners to borrow in the London market. The Government of Bengal has no power to advance the funds required without the sanction of the Supreme Government.

3. As regards the acquisition of the lands at Budge Budge, I am to state that the work was entrusted to the officer deputed to acquire lands for the Docks at Kidderpore, and that, in view of the urgency of the matter, the Board of Revenue were requested in March last to instruct this officer to take action under section 17 of the Land Acquisition Act, 1870, and to obtain possession of the lands in question as soon as possible.

From Chamber to Govt. of Bengal,
Calcutta, 30th November 1885.

My Committee desire me to acknowledge receipt of your letter No. 2530 $\frac{T}{L}$, dated Darjeeling the 2nd instant, on the subject of the delay in the completion of the Petroleum depôt at Budge Budge. My Committee regret that your letter under acknowledgment contains no statement indicative of the energetic prosecution of what is recognized as a most necessary adjunct to the conveniences of the port of Calcutta. Even in the matter of the acquisition of the land your letter affords the Committee no new information.

I am to say that if the procedure under section 17 of the Land Acquisition Act, X of 1870, was ordered to be carried out in March last, and if it has not yet been resorted to, the whole value of such procedure, and the whole meaning of such orders would appear to have been lost. The cause of this seems to my Committee to be found in para. 2 of your letter under reply. It is the grouping of several distinct works with the requirements of the Kidderpore Dock Scheme. The land at Budge Budge has not been taken up, because the officer entrusted with its acquisition has been fully employed at Kidderpore. The necessary funds for so urgent a work as the Petroleum wharf and depôt have not been forthcoming, because the sums required to carry out the dock scheme have not been raised. My Committee fail to see any connection between such a work as the docks at Kidderpore and the completion of a special Petroleum depôt at Budge Budge. The two are quite distinct and ought to be independent of each other. About the urgency of the depôt at Budge Budge, the Government, the Port Commissioners and the mercantile community are all agreed, and my Committee would ask the Government to treat the construction of the depôt as a separate special work and to urge its completion at the earliest possible date

upon the Port Commissioners. The *Calcutta Gazette*, published on August 6th last, contained rules issued by His Honor the Lieutenant-Governor on July 18th, the operation of which would inflict very serious hardships, considering all the circumstances of the case, upon those engaged in the petroleum trade. Since the publication of those rules several vessels, each laden with a large quantity of petroleum have arrived in the port, and my Committee have reason to believe that up to the end of the year, reckoning from the publication of the rules, the importations of petroleum will fall very little short of half a million of packages. If the rules in question were enforced, those engaged in the Petroleum trade would be compelled to undertake a very heavy expenditure for the preparation of necessary accommodation for the storage of inflammable oils at Garden Reach, and it might happen that after a more or less brief occupation, they would be compelled to resort to the depôt at Budge Budge, in which case the outlay incurred at Garden Reach, in order to comply with the rules, would be nearly all wasted.

My Committee cannot think that such a result was ever intended by Government, but looking to these rules, and to the increase in the consumption of petroleum, they accept the fact of the possible unfair expenditure which the rules hold in suspense over the trade as another and powerful reason why delay in the construction of the petroleum depôt should be no longer permitted.

My Committee have addressed the Port Commissioners urging upon them the advisability of submitting an application through the usual channel to the Government of India, for sanction from that Government to the Government of Bengal, to advance the funds required to complete the petroleum wharf and depôt at Budge Budge.

From Government of Bengal to Chamber,
No. 2765, *Calcutta, the* 11*th December* 1885.

I AM directed to acknowledge the receipt of your letter of the 30th ultimo, containing an expression of the Committee's opinion on certain points connected with the construction of a petroleum wharf and depôt at Budge-Budge.

2. In reply, I am to point out for the information of the Committee of the Chamber of Commerce, that it would appear from your letter that they have misunderstood paragraph 2 of my letter No. 2530T—M o the 2nd ultimo. There was no reference made in paragraph 2 of that letter to the funds required for the construction of the Kidderpore Docks, and the Lieutenant-Governor is unable to understand what is meant by "the grouping of several distinct works with the requirements of the Kidderpore Dock scheme." The works referred to in my letter are a series of works which have been sanctioned by Government, and several of which have been already commenced by the Port Commissioners for the general improvement of the port, and are in no way connected, either administratively or financially, with the project for constructing docks at Kidderpore. Some of these works, such as the provision of vessels for surveying and lighting, the construction of jetties, wharves, and the tea warehouse, &c., are only a little less urgent than the petroleum depôt at Budge-Budge, but in all cases work has been obliged to be stopped owing to the difficulty in obtaining funds. The Chamber of Commerce must be fully aware of the nature of this difficulty, and that the Port Commissioners have been hitherto unable to raise, in the local market, an unguaranteed loan for thirty lakhs of rupees, the amount required for the urgent works in their general administration, entirely outside of the requirements for the docks. Under the circumstances, the Port Commissioners have applied to the

Government for aid, and their application has been supported by the Lieutenant-Governor; but the decision of the question rests with Her Majesty's Secretary of State for India.

3. I am also to state, for the information of the Chamber of Commerce, that they are mistaken in supposing that "the land at Budge-Budge has not been taken up, because the officer entrusted with its acquisition has been fully employed at Kidderpore." The delay has been caused solely by want of money to pay for the land, and the Lieutenant-Governor has ascertained that the acquisition of the land can be completed immediately on funds becoming available.

4. With reference to the remarks made by the Chamber on the subject of the rules published in the *Calcutta Gazette* of the 6th August, I am desired to say that the attention of the Lieutenant-Governor had already been directed to the hardship which would result from their stringent enforcement in the case of the temporary stores at Garden Reach; and after consulting the Commissioner of Police and the Magistrate of the 24-Pergunnahs, he has prepared and submitted to the Government of India, for sanction, a set of provisional rules, and recommended the suspension of the more stringent provisions of the rules issued on the 18th July, until the petroleum depôt at Budge-Budge has been completed.

5. A further representation has been made to the Government of India, pointing out the great urgency of the works connected with the petroleum depôt, regarding which the Lieutenant-Governor fully shares the views of your Committee; and it may be hoped that the Port Commissioners will be at once aided to complete those particular works, even though there may necessarily be some delay in deciding the general question of raising the funds for the various projects of Port improvement already undertaken by the Commissioners.

From Chamber to Government of Bengal.

Calcutta, 28th December 1885.

In acknowledging receipt of your No. 2768 of the 11th instant, my Committee desire me to say that they are glad to discover that the requirements of the Petroleum wharf and depôt at Budge-Budge have not been grouped with those of the Kidderpore Dock scheme, and to note that His Honor the Lieutenant-Governor fully shares the views of my Committee as to the great urgency of the Budge-Budge works. My Committee hope with Sir Rivers Thompson that the Port Commissioners will be at once aided to complete those particular works even though there may necessarily be some delay in deciding the general question of raising the funds for the various projects of Port improvement already undertaken by the Commissioners.

AMENDMENTS TO THE INDIAN REGISTRATION ACT.

The Committee having been called upon to express their views on various amendments to the Indian Registration Act, III of 1877, intimated that it was in their opinion a benefit to the commercial community that the law should distinctly declare the exemption from registration of mortgage-debentures when such debentures are secured by a registered trust-deed.

Later on the question arose as to whether registration was compulsory in the case of receipts for payment on account of a mortgage debt. The necessity for legislative action was apparent, as the decisions of the Madras High Court are in conflict with those of the High

Courts at Calcutta and Allahabad. The Committee pointed out that to make all such receipts liable to registration would produce the maximum of inconvenience, but they suggested that when a payment is made in extinguishment, in whole or in part of the mortgage on property originally mortgaged, the receipt for such payment should be registered, because it is in fact a part of the title to the property.

From Government of Bengal to Chamber, No. 793 P.D., Darjeeling, the 7th July 1885.

Registration.

I AM directed to forward a copy of the Bill to amend the Indian Registration Act, 1877, together with a copy of the statement of objects and reasons, and to request that you will be so good as to move the Chamber of Commerce to favour the Lieutenant-Governor with an expression of their opinion on the first two objects of the Bill.

2. I am to request that the reply to this communication may be sent so as to reach this office not later than the 1st August 1885.

STATEMENT OF OBJECTS AND REASONS.

THE objects of this Bill are three :—

(1) to except mortgage-debentures secured by a registered trust-deed from those provisions of the Indian Registration Act, 1877, which either require that such debentures shall be registered, or, where their registration is optional, and they are not registered, give precedence over them, as regards the property on which they are secured, to any registered instrument relating to the same property ;

(2) to place instruments whereby immoveable property is mortgaged as security for the repayment of loans under the Agriculturists' Loans Act, 1884, on the same footing, in regard to registration, as certificates or orders granting loans, and instruments of collateral security, under the Land Improvement Act, 1871, or where the Land Improvement Loans Act, 1883, is in force, under that Act;

(3) to exempt from registration notices given under sections 74 and 76 of the Bombay Land-revenue Code, 1879, of relinquishment of occupancy by occupants and of alienated land by holders of such land.

2. As regards the first matter, it was represented to the Government of India in 1884 that the heavy expense and trouble entailed on the issue of mortgage-debentures by the joint operation of the Stamp Act and Registration Act practically prevented their being issued. The stamp-duty payable on such debentures has since been remitted, and it seems to the Government of India that, if the trust-deed by which such debentures are secured is registered, the debentures, provided they do not implicate any property beyond that comprised in the trust-deed, and do no more than give effect to the arrangement made by the trust-deed, may well be exempted from registration.

3. The second amendment proposed calls for no explanation. The third seems to be justified on the ground that there is, apart from the Registration Act, a complete official record of the surrenders in question, and that to require in addition that they should be registered under that Act would entail unnecessary trouble and expense on all concerned.

C. P. ILBERT.

The 29th May, 1885.

From Chamber to Government of Bengal.

Calcutta, 30th July 1886.

I HAVE to acknowledge the receipt of your No. 793 P. D., dated the 7th current, forwarding copy of the Bill to amend the Indian Registration Act, 1877, together with a copy of the statement of objects and reasons, with a request that the Chamber of Commerce will favor His Honor the Lieutenant-Governor with an expression of opinion on the first two objects of the Bill.

2. The reply of the Chamber, it is also requested, should reach your office not later than 1st August proximo.

My Committee have given the matter their best attention, and have instructed me to say that, the second object of the amending Bill, which seeks to place instruments whereby immoveable property is mortgaged as security for the repayment of loans under the Agricultural Loans Act, 1884, on the same footing as to registration as certificates or orders granting loans, and instruments of collateral security under the Land Improvement Act, 1871, or where the Land Improvement Loans Act, 1883, is in force under that Act, does not even indirectly affect the Chamber, and knowing nothing of the working of Act XII of 1884, my Committee are not in a position to give an opinion upon the merits of the suggested amendment.

3. The first amendment, however, stands on other ground. It proposes the insertion in Section 17 of the Act of 1877 of a clause exempting mortgage-debentures from registration, when such debentures are secured by a registered trust-deed: so far as the Chamber can learn, debentures of the class referred to in Clause I of the objects of the Bill, have never been registered; nor has any question of their liability to registration ever been raised, still if any doubt has been found to exist as to their liability to registration, this suggested amendment

of Section 17 of the Act of 1877 will remove it, and by preventing an inconvenience, confer upon the commercial community a benefit.

From Chamber to Government of Bengal.

Calcutta, 3rd January 1886.

SIR,

I AM instructed by my Committee to reply to your No. 1857 P. of November 25th, requesting an expression of opinion on the part of the Chamber of Commerce whether the judgments noted in the margin render it desirable to amend Section 17, Clause (*c*) of the Indian Registration Act III of 1877.

High Court, Calcutta, 1st August 1878 appealed.
Sheik Gugunfor Ali and others (plaintiffs, appellants) *vs.* Mahomed Yaseen and others (defendants) respondents.
Madras High Court referred case.
Venkatarama Naik and others *vs.* Chinnathambu Reddi.
Allahabad High Court appealed.
Imdad Hossein and others (defendants) *vs.* Tasadduk Hosseln (plaintiff.)

2. The question raised by these judgments is whether a receipt for a payment, however small, on account of a mortgaged debt, where the mortgage was of the value of Rs. 100 or upwards, should be treated as a document the registration of which is compulsory under Act III of 1877. As the law now stands, the judgments referred to render it a most difficult matter to ascertain the correct answer to this question, and an element of uncertainty is introduced into the working of the Registration Act which may injuriously affect large and important interests.

3. Going over the judgments forwarded with your letter, my Committee consider that the law as regards the registration of receipts in part payment of a mortgage debt is best explained by Scotland, C. J., in the case heard in the Madras High Court. If a receipt is tendered in evidence to prove the payment merely of a certain sum of money it does not require registration. To hold otherwise would, in the opinion of my Committee, be

productive of the very greatest amount of inconvenence, and to place a formidable obstacle in the way of mortgagees satisfying their creditors where there is an account between the parties. But where the payment is in extinguishment of the mortgage in respect of either the whole or part of the property originally mortgaged, my Committee are of opinion, that inasmuch as the production, in evidence, of the receipt for such payment must be intended to prove the satisfaction of the whole or a part of the debt, its registration is necessary and ought to be made compulsory. Such a receipt is on altogether a different level from a receipt for money paid in part or under an account between the parties, and for this reason that, in point of fact, it forms part of the title to the property.

4. My Committee would therefore recommend that Clause (c) Section 17 of Act III of 1877 be so amended as to make it clear that compulsory registration is required only in the case of receipts of the class described in the preceding paragraph.

INCOME TAX.

ALTHOUGH it was known pretty generally, that the exigencies of the Government would compel it to resort to some measure of taxation; still it was a matter of surprise that a measure imposing a tax upon income should have been introduced into the Legislative Council in January, instead of later on, when the opportunity afforded by the introduction of such a Bill might have been availed of to place the Budget before the country at a sitting of the Legislative Council. The course followed in January last is different from that which has hitherto been pursued in like

cases, and will not, it is hoped, be allowed to become a precedent. It is a course awkward in the extreme, inasmuch as the Finance Minister has to make out a case for an increased revenue without disclosing the real condition of the Treasury. Again, by adopting this course the Government reduces itself to the necessity of presenting its Budget proposals to the country, in the form of a resolution published as a *Gazette Extraordinary*, during the hurry and confusion of the migration of the public offices from Calcutta to Simla. Taken apart from the information given in the Budget, a full discussion of Sir Auckland Colvin's proposal was rendered almost impossible. The Committee have, moreover, to point out that the haste with which the Bill was passed, precluded comment upon its principles, and reduced such criticisms as could be usefully offered, to observations upon mere points of detail. The other great commercial centres of the country, who are quite as much interested in any proposal to levy an income tax, as Calcutta, were practically debarred from stating their views on the proposals of Government, as fully as they could desire, or as fully as the character of the step taken by Government demanded. The Committee addressed Government itself, and besides supporting a representation made by the Indian Jute Manufactures Association, placed themselves in communication with the other Indian Chambers of Commerce, and in this way endeavoured to secure to Government the benefit of as large a body of opinion as it was possible to

obtain in the time. While accepting the fact that the Government do need an addition to the public revenue, the Committee of the Chamber are very far from accepting the statements of Sir Auckland Colvin, as to the manner in which the necessity for increased taxation has been caused. They regard it as unfortunate, that the rules of the Legislative Council forbad a discussion in which this point might have been cleared up. The correspondence given below will show the action taken by the Chamber, as well as the views which the Committee urged upon the Government. It is some satisfaction to the Committee to know that, in nearly all cases, their representations upon the details of the Bill were successful.

From Chamber to Government of India.

Calcutta, 12th January 1886.

My Committee note with regret the haste with which so important a measure as the Bill now before the Legislative Council for imposing a tax on incomes, other than those derived from land, is being pushed through the Council. It is not sufficient that under a conviction of its necessity, the principle of the Bill should be admitted or accepted. Hitherto in India, the greatest objections to an Income Tax have arisen from its working, and the debate on Monday shows very clearly that the details of the measure now before the Council are open to many and serious objections, on which the general body of the public, and the classes affected by the Bill, should have an opportunity of expressing their views. The public papers have shown that outside of Calcutta, large and important communities are putting forward views, it is desirable should be placed at

length before the Committee appointed to consider and settle the final form to be assumed by this measure. For the reasons here briefly set out, my Committee must protest against so brief a period as that which must elapse ere, as at present directed, the Committee on the Bill submit their report, being considered adequate to allow of a proper expression of opinion on the Bill. A measure of this kind in view of the serious objections advanced against the system of direct taxation in the past, requires to be considered andsettled with more than usual care, and if possible, with more than usual foresight. My Committee would therefore represent, that the time for the submission of the report on the Bill be extended to, at least, one month, so as to allow the public to give the Government the benefit of its views on the details of the measure, and to allow also other Presidencies and Communities an opportunity of bringing forward such criticisms as they may desire to make.

From Chamber to the Government of India.

Calcutta, 14th January 1886.

In continuation of my letter of the 12th instant, asking that a delay of a month might be granted for the submission of the Report of the Select Committee on the Bill to authorize the imposition of a tax on incomes derived from sources other than agriculture, I am directed by my Committee to hand you the subjoined copies of telegrams received by this Chamber.

I.

From Madras Chamber of Commerce.

12th January 1886.

Telegram begins :

"Commercial holiday to-day, Committee meets Friday, "consider measure, will telegraph result, Chairman desires

"me say proposal delay passage bill though Council "order afford time for expression public opinion has his "personal approval."

Telegram ends.

II.

From Bombay Chamber of Commerce.

13*th January* 1886.

Telegram begins :—

"This Chamber supports by letter to Government "your representation to delay disposal of Income Tax "Bill one month."

Telegram ends.

III.

From Kurrachee Chamber of Commerce.

13*th January* 1886.

Telegram begins :—

"Your telegram 12th have telegraphed Government "to-day supporting your proposal."

Telegram ends.

From Chamber to the Government of India.

Calcutta, 18*th January* 1886.

In continuation of my letter of the 14th instant, I am now directed by my Committee to hand you the copies given below of telegrams received by this Chamber from the Chambers of Commerce at Rangoon and Madras.

I.

Rangoon, 16*th January.*

Telegram begins :—

"This Chamber has unanimously resolved to support "your request for delay before passing Income Tax Bill. "We are addressing local Government."

Telegram ends.

II.

Madras, 16th January.

Telegram begins :—

"This Chamber forwards expression its views on In-"come Tax Bill on Monday, considers time allowed for "submission observations by distant provinces insuffi-"cient with due regard importance subject. Urges there-"fore postponement of debate.

Telegram ends.

From Chamber to Government of India.

Calcutta 18th January 1886.

In submitting the following remarks with regard to the Bill now before the Legislative Council for imposing a tax on incomes other than those derived from agriculture, my Committee have to express their regret that more time has not been allowed to the public for the consideration of the measure and the submission of their views concerning it.

My Committee refrain from criticising Sir Auckland Colvin's remarks in Council, when introducing the Bill, but they feel that these are not calculated to reconcile the public to a measure of direct taxation and the heavy sacrifice which it involves, in order to meet an exigency, the responsibility for which rests in a larger extent with the action of Government than with the political circumstances of which so much has been made.

The necessity for the protection of the North-Western Frontier, which is put forward as a reason for the imposition of fresh taxation, has been recognised and pressed, my Committee understand, upon the attention of the Government of India by its military advisers for some years past.

So again in the matter of the fall in Exchange, the decline had set in long prior to 1882, in which year,

the value of the rupee in sterling money had sunk to about 1*s.* 1$\frac{1}{2}$*d.* with every prospect of a further fall. The position of silver in its relation to gold was not unknown to Government, which had for some years lamented, in every budget it brought forward, the burden thrown upon its finances by the loss in exchange, and had also lamented the unsettling effect which the depreciation of silver exercised upon its calculations and its financial forecast.

There was thus the very strongest need in the political circumstances of the time, and in the position of silver, when Major Baring brought forward the Budget of 1882, why the Government should have retained every rupee of its revenue, and instead of reducing, should have maintained the military forces of the country at their full strength. Above all, there was even then the most urgent need why it should have endeavoured at the earliest possible moment to undo the extravagance and waste involved in the abandonment of the Bolan Railway.

My Committee do not deny the necessity which exists to-day for strenghthening financially the position of Government, nor will they do those whom they represent the injustice of allowing it to be supposed that they are not patriotically willing to take up their share of whatever sacrifices may be required for the safety, security, and well-being of the Empire. But they decline to allow the sacrifices to be demanded upon a false issue, or to accept, as a true and faithful description of the position of the Indian Finances, any statement which will hold up the arrangements of 1882, as a success or as justified at the time they were made.

My Committee will now proceed to offer as briefly as possible such objections as occur to them on the various provisions of the Bill, premising that these objections are made somewhat hurriedly, in order that the views of

the mercantile community may be submitted to the Committee appointed to consider the Bill before they shall, in the very brief time allowed them, have settled their report.

In Section III clause 3 there appears to be a confusion between "perquisites" and "sumptuary allowance."

In Section IV it should be made clear what incomes engaged by persons connected with the land or agriculture are liable to be taxed, and what are exempt. In the case of Tea or Indigo concerns, are the managers and assistants exempt? or are they to be subject to the tax whilst the concern itself, that is the owners or proprietors of the same, whether associated or not, are exempt? If persons, employed on tea gardens as salaried servants are to be subject to the tax, my Committee think that all those connected with zemindari business, whether remunerated by fixed salaries or by a percentage on rent collections, ought also to be declared liable. In provinces where absenteeism is common, the number of such persons cannot be inconsiderable. My Committee take strong objection to Section VIII, Chapter 3 of the Act. They consider the principle involved most objectionable, while in practice such a provision places employers in a false and invidious position towards their employés. They desire to express their full concurrence with the representation on this point which has already been submitted to you by the Indian Jute Manufactures Association, and support the recommendation of that body, that the Section should either be expunged from the Bill, or so modified, as to render it incumbent upon employers of labor to return a list of their servants only.

My Committee have read clause *a*, section 10, Chapter III B, in connection with Part II of the second Schedule of the Bill. They consider this provision wholly unworkable, inasmuch as several of the shipping Companies

engaged in the general Carrying Trade of British India, and even in the coasting trade of this country, have their head offices at Home where the accounts are made up.

My Committee hold that it is next to impossible for any agency, unless it accept the burden of an enormous and costly establishment, to keep sets of accounts for each of its ships required by Part II of the second Schedule, so as to show the profits made in British Indian waters by each ship on each voyage. The most ordinary coasting voyage includes other British possessions, such as Ceylon and the Straits Settlements, and it is plainly out of the question to arrange voyages, with a view to the purposes of any measure of taxation. The more this matter is considered, the closer the details it involves are looked into, the more hopeless will it appear to be to arrive at any reasonable and just means of taxing trading ships and steamers upon the profits of the voyages they may make. On this ground alone, my Committee feel assured that the provision in Clause *a*, Section 10 must be abandoned as hopelessly impracticable. But besides objecting to it on the score of its being unworkable, my Committee regret its insertion in the Bill on account of the principle which underlies it. That principle involves something in the nature of navigation laws and taxes on transport, than which nothing can be more injurious to commerce, or more fatally opposed to that system of Free Trade in which the Government of India, through Sir Evelyn Baring, claimed to have set an example even to England. To tax transport agencies is, to combine in their worst form, both import and export duties. It furnishes, moreover, an example which the colonies and foreign countries might follow with results, into the deplorable character of which, it is needless to enter.

In connection with Section 10, I am also to point out that the annual accounts of Companies having their head offices in England, are not as a rule, closed before May or June, and in the case of these, my Committee suggest that the date by which the statement in writing is required by this section to be delivered to the Collector, should be altered to the 31st July in each year.

My Committee consider that the provision contained in clause 2, section 8, and repeated in clause 2 of section 12, should, if it be fair at all, which my Committee take leave to doubt, be equally fair in the case of persons having control of income under section 22.

In Chapter IV, better facilities should be provided for an appeal against the assessments of the Collector; practically, as the Bill stands, that officer is the sole Judge of his own actions. The right of an appeal against an assessment should be made clear, and should not be left dependent upon the discretion of any officer. In provinces where there are high revenue authorities, such as Boards of Revenue, a final reference should, my Committee would urge, be permitted to such authority.

In Section 29, provision should be made for the stay of action by the Collector, pending the decision of any appeal which might be preferred against his assessments.

The above are some of the objections which occur to my Committee as regards the practical effect of the Bill. They are objections upon which it is desirable that the fullest discussion should take place, and upon which, the opinions of public bodies in other provinces should be obtained, and they would, therefore, again urge the extreme desirability of postponing the date for the submission of the Report of the Committee to consider the Bill for, at least, one month.

From Jute Manufactures Association to the Government of India.

Calcutta, 13th January 1886.

The attention of my Committee has been drawn to Section 8, Chapter III of the Bill introduced by Sir Auckland Colvin on the 4th instant, into the Council of His Excellency the Viceroy and Governor-General for the purpose of making Laws and Regulations, and entitled a Bill for imposing a tax on incomes derived from sources other than agriculture.

The provision contained in Section 8 of the Bill is copied from the former Income Tax Act. Clause I of the Section makes it a part of the duty of public bodies and Associations to collect the tax from their employés by authorising "the officer whose duty it is to make the payment," on account of "pay, annuity, pension, or gratuity" to deduct the same and pay it to the credit of the Government of India. Should he omit to do so—then, besides any other consequences he may incur, he is made (clause 2) personally responsible for the sum he may have omitted to deduct. Clause 3 of section 8, authorises him, if he have forgotten to make a deduction in one month, to take the amount from the pay, pension, annuity, or gratuity subsequently due. The power to deduct the tax here given is without prejudice to any other mode of recovery.

My Committee view this provision with extreme repugnance. The Associations they represent are large employers of labor, and such a provision, as their past experience has shown them, will be a fruitful cause of misunderstanding and disagreement betweeen them and their subordinates. This will be more especially the case with the skilled European staff, which at a not inconsiderable expense they have been compelled, under stringent contracts, to import from Home. The rule is to engage such

assistants under a contract providing for the payment of a certain portion of the stipulated salary in England, and providing that the salary arranged for, shall be without deductions. It will clearly be a great hardship, if Agents of Mills in Calcutta, who are represented or have their head offices at Home, are to be made liable there for any deductions from the salaries of the European Assistants secured by such Agreements as those I have referred to.

Yet if section 8 pass and become law, this hardship is certain to be inflicted directly or indirectly. If, for the sake of peace, associate bodies pay the tax to which their assistants are assessed, no one will deny that the law will make them suffer; if they collect it from their assistants who may be serving under agreements made at Home, these assistants might sue for such deductions, and would probably recover the amount in a Court at Home, as English law will take no notice of Indian taxes. It is easy to see that the operation of such a provision as that contained in Section 8, must give rise to questions between Mill owners and others, employing English assistants, of a very unpleasant and invidious character.

My Committee consider that those who are assessed to the tax should be so assessed directly, and should in return for the burden of being taxed, have the right of themselves settling their accounts with the Collector.

My Committee would point out that so far as their information goes, the provision contained in Section 8, Chapter III, of the Bill, is unknown to the English Income Tax procedure. They can see nothing in the circumstances of the struggling industries of India which calls for so wide a departure from English practice. They will be quite ready to make returns to Government of the assistants in their employ, and the salaries they draw, leaving Government to collect the tax.

My Committee leave it to other bodies more directly to criticise the Bill in detail, or to dispute its principle or its applicability to India; they content themselves with suggesting that Section 8 of the Bill, may be expunged, or so modified, as to relieve the owners and agents of Jute Mills from the distasteful, harassing and uncalled—for obligation of collecting an unpopular tax for Government.

THE BENGAL-NAGPORE RAILWAY.

THE Committee regret they are still unable to report that the construction of this important line of communication has been put in hand by Government. Delay was occasioned by the difficulty which arose in connection with the acquisition in a mining district of the surface only of the land by Government. This led to the introduction of the Land Acquisition (Mines) Act of 1885. In its draft form this measure provoked very severe and hostile criticism from those whose rights it would affect, if passed into law. The position taken up by Government was inequitable, inasmuch as the draft bill affected the position of coal owners, and did not give anything in the place of that which it would take away. The Government adopted the very sensible course of permitting Mr. H. H. Risley, Officiating Secretary to the Government of Bengal, to meet coal proprietors informally and discuss the provisions of the draft bill with them. The result was, as might have been expected, the difficulty disappeared, and the Government were enabled to pass an Act which satisfied its

own requirements and contented those most interested in the legislation. On the passing of the Land Acquisition (Mines) Act, the Committee of the Chamber once more addressed the Government of India on the subject of the construction of this line, and urged that it should be regarded as an emergent work, and should be undertaken by Government, leaving the question of its transfer to a public Company to be decided hereafter. The letter of the Chamber has been forwarded to Her Majesty's Secretary of State for India, from which the Committee draw the inference that the cause of the delay to put this work in hand must be found in the Council of the Secretary of State rather than in any disinclination of the Government of India to satisfy public requirements in this connection. The Bombay Chamber of Commerce has also recently pressed the early construction of this line upon Government.

From Chamber to Government of India.

Calcutta, 2nd January 1886.

My Committee have viewed with satisfaction the passing of the Land Acquisition (Mines) Act as a removal of a cause of delay in the energetic prosecution of a line of Railway to connect Calcutta with Nagpore. Considering that this project has been before the Government and the public in one form or another since 1863, and that since 1876 it has formed a frequent subject of correspondence between the Chamber of Commerce and the Government, my Committee feel that the arguments which powerfully recommend it to the earnest attention of the Government have been threshed out in a manner to which

no other Indian Railway can furnish a comparison. The necessity for such a line has been freely admitted, and as a practical project it has, during the last four years, engaged a large share of public attention both in this country and in England. It is unnecessary, therefore, for my Committee to enter into the considerations proving the urgency of the construction of this line, since anything they could now urge has been frequently repeated, and found forcible expression before the recent Parliamentary Committee on the extension of Indian Railways. My Committee confine themselves therefore to pressing upon Government the admitted value of this great work to the political, military, and commercial interests of India, and to pointing out the extreme desirability that its construction should be resumed at once, and should be steadily persevered with as an emergent work, even although political complications may arise to strain the immediate financial resources of the State.

Looking to the immense utility of direct communication between Calcutta and Bombay, by a line traversing some of the most fertile and most productive districts of the Empire, and to the great importance to Calcutta of opening up these Districts, which are at present practically inaccessible for trade purposes, and the produce of which would naturally find an outlet at this port, my Committee would urge that the construction of the Bengal-Nagpore Railway should be taken in hand by Government and prosecuted energetically without waiting for the formation of a Company to undertake the work.

Nothing that the Chamber can say can add to the force of what has been already advanced as to the value of this line as a factor in the competition between India and other great producing countries. But they may point out that the delay in the construction of this Railway is depriving India of an advantage of which she could otherwise readily avail herself. My Committee trust

that the matter will receive the early attention of His Excellency the Viceroy in Council, and that Government will decide to at once undertake the work leaving the question of its transfer to a public Company to be settled hereafter.

From Government of India to Chamber.

No. 44 R.C., Fort William, 19th January 1886.

I am directed to acknowledge the receipt of your letter of the 2nd January 1886 regarding the resumption of work on the Nagpur-Bengal Railway, and in reply to inform you that it has been sent to England by to-day's mail for consideration by Her Majesty's Secretary of State for India.

BURMAH QUESTION.

THE questions connected with the misrule of Upper Burmah under the Government of King Theebaw have had, as they deserved, a large share of the attention of the Committee. The Bengal Chamber of Commerce has found itself in a position to lend a support to the Chamber at Rangoon which the latter has, on several occasions, acknowledged to have been of the very greatest value. On August 3rd, 1885, your Committee addressed the Government of India on this subject in a letter which reviewed the whole position in the light furnished by papers which had been laid before Parliament. Copies of that letter were sent to the English Chambers of Commerce and to the leading English and Indian journals. The object had in view by the Committee was to strengthen the hands of Government in dealing

with a problem which they felt was pressing for a solution, and they have the satisfaction of knowing that this object was attained. Happily this question has now been settled in a way which commands the approval not only of Englishmen in India but of their countrymen at Home. After the briefest of campaigns Mandalay was captured by Sir H. Prendergast, and King Theebaw removed as a state prisoner to Rutnagherry. The Viceroy has himself visited Mandalay, and his Government is now engaged in the task of organising Upper Burmah as a British Province. The result, as soon as order has been established, will doubtless be a large development of trade not only with Upper Burmah itself, but with the Shan States and Western China. The space at the disposal of the Committee will not allow them to embody in their Report all the communications which passed between the Chambers at Calcutta and Rangoon, but it will be sufficient if they give the official correspondence only.

From Chamber to Government of India.

Calcutta, February 23rd, 1885.

THE Rangoon Chamber of Commerce, at a General Meeting held on the 17th instant, passed a Resolution requesting the assistance of this Chamber to press upon the attention of the Government of India the very disastrous position of affairs in Rangoon resulting from the anarchy prevailing in Upper Burmah.

The telegram communicating this Resolution states, that "Trade is paralysed. Heavy losses are being sustained. No hope of improvement unless decisive action

" is taken, and a stable Government established in Upper " Burmah. Treaty recently concluded between France and " Upper Burmah, handing over ruby mines and making " other important concessions, certain to operate most " prejudicially to British interests."

The Rangoon Chamber of Commerce had, at the date of their telegram of the 17th instant, received no reply to their letters dated October 14th 1884, 10th ultimo, and 7th instant addressed to the local Government, and they fear that the Chief Commissioner, relying on figures which show that the imports into Rangoon and the exports to Mandalay do not show any marked falling off, is not sufficiently alive to the gravity of the situation.

My Committee are informed that of the Piece Goods imported into Rangoon, about one half is forwarded to Upper Burmah by Chinese dealers who purchase mostly on credit from European Importers. The goods lately imported into Rangoon were for their most part contracted for in Europe some months ago to meet the demand of a certain season ; while as regards the exports to Mandalay, as the great bulk of them has not been paid for, the magnitude of the figures is rather a measure of the disaster in which the import merchants of Rangoon are engulfed.

It is impossible for my Committee not to sympathise acutely in the commercial troubles of such an important centre of trade as Rangoon, especially where the misfortunes of importers are aggravated by circumstances beyond their own control. It is, however, with regard to the feeling of unrest which arises out of the political situation that my Committee venture to ask for some indication of the policy of Government calculated to allay the apprehensions so widely entertained.

A telegram to the *Indian Daily News*, dated Rangoon, February 20th, states—

"The French treaty with Burmah is not purely commercial as reported by the French Press. The territory ceded to France is known as Kineyongyee, and is inhabited chiefly by Shans and Chinese. The King stipulates for arms and ammunition. Tinedah Woon is now all powerful at Mandalay, and Frenchmen are treated with marked consideration."

My Committee are well aware that the Executive Government is in the best position to judge the opportune moment for action, and while they have no desire to force the hand of the Government to a premature disclosure of intention, they respectfully submit that all the intelligence from Upper Burmah points to foreign and domestic complications in that quarter of a most serious character, and such as are calculated to prejudicially affect the British rule in India if not dealt with in a prompt and masterly manner.

MEMORANDUM.

The Secretary reports, having called by invitation at the Foreign Office upon Mr. H. M. Durand, C. S. I., Officiating Secretary to the Government of India, on March 3rd, at 3 P. M., with reference to the Chamber's letter, dated February 23rd 1885, on the subject of the prevailing anarchy in Upper Burmah. Mr. Durand explained the difficulty that attended the writing of letters by the Government on the subject of Foreign policy. He stated that before his arrival in the country and ever since, the Viceroy had given his careful attention to the affairs of Burmah, and that a letter had recently been sent to the Chief Commissioner of British Burmah replying to the questions raised by the Rangoon Chamber of Commerce in their letters of October 14th 1884, January 10th and February 7th 1885, but stating that the Govern-

ment of India were not prepared to adopt the suggestion of deposing King Theebaw and assuming a protectorate over Upper Burmah. Mr. Durand stated that the reported recapture of Bhamo from the Chinese, if true, would go to show that improvement might shortly take place in the situation in Upper Burmah. He did not allude to the subject of the French at Mandalay, and though he confirmed the report that a river steamer had been armed, he gave no indication of the purpose or destination of the vessel. He stated that he would be at any time willing to give the Secretary an interview and give him such information as might be proper about the affairs of Burmah or elsewhere.

From Chamber to Government of India.

Calcutta, 3rd August 1885.

Circumstances have for some time past attracted attention very strongly to Burmah, and the questions which group themselves about the general consideration of the relations subsisting between Upper Burmah and the Government of India. My Committee have, however, refrained from placing their views on these matters before the Government of India, whilst its attention was powerfully occupied by questions of foreign policy affecting the Empire generally, and the preparations necessary to meet the strain of possible hostilities with so formidable an enemy as Russia. The Chamber felt and acknowledged the obligation laid upon them, in common with all public bodies, of abstaining from representations which, however urgently called for, could only perhaps add to the embarrassments of the Government. But now that war would seem to be averted, their previous abstention makes the duty the more pressing of bringing to the notice of Government the opinions of the mercantile community of Calcutta on questions of very great moment.

2. In the case of Burmah, commercial are so largely interwoven with political questions, as to render it almost impossible to discuss the one without expressing some opinion on the other. My Committee, however, instruct me to say that they desire to treat the matter as an Indian question simply. They have no intention of dwelling upon such an unlikely contingency as the march of a French force from Tonquin to Mandalay at the invitation of the Burman King, nor of speculating upon the possible consequence, in the case of Burmah, of an alliance between France and Russia directed against the British Empire. There is in their view more than sufficient to engage the attention of the Indian Government and the mercantile community, in the present position of native Burmah, without bringing into the discussion matters which are more or less speculative, in spite of a certain amount of probability which might be considered to attach to them.

3. In consequence of the failure of Lord Ripon's Government to negotiate a new treaty with King Theebaw, such relations, as exist between His Majesty and British Burmah, are based upon the treaty of 10th November 1862, a treaty modified by that negotiated in the autumn of 1867 with the late King, Meng Done Meng, by General Fytche. This latter engagement had a currency of ten years, and would have expired in April 1877, if it were not that the King is held back from terminating the treaty altogether by the right which would then accrue to the British Government to re-impose frontier duties. But both the late and present Kings of Burmah have lost no opportunity of endeavouring to evade the provisions of these treaties, or of showing how distasteful their provisions are to the Mandalay Government. The demand for arms made by King Meng Done Meng as soon as the first treaty was concluded, has been reiterated in every possible way by his son and successor, whilst no

chance is lost of asserting the right of the King to establish monopolies other than earth-oil, timber, and rubies provided for in the treaties. Practically the treaties of 1862 and 1867 have altogether failed to accomplish the purpose for which they were framed. They have not brought native Burmah into friendly intercourse with India; they have not made commerce and trade free and secure; and they have resulted in a state of things where the death of King Meng Done Meng in 1878, and the succession of King Theebaw, were followed, in 1879, by the abolition of the Residency at Mandalay and the committing of the protection of British interests in Upper Burmah to the fears of the King and his ministers, kept alive by the remonstrances from time to time made by the Chief Commissioner. My Committee will not attempt to go into details, but it must be admitted that from the signature of the treaty in 1862, the relations which have existed between Native and British Burmah have been ill-defined, difficult to work, and altogether unsatisfactory. After nearly a quarter of a century, when forbearance to Burmah has been pushed to the point of neglect of British interests, instead of any signs of improvement being visible, instead of its being a ground for hope that the King and his ministers have understood the patience and kindness with which they have been treated, the King has become difficult in his demands, and has sought in foreign commercial alliances, and the establishment at Mandalay of a French Consul, to conserve interests which have no existence, a ground from which to offer a stronger political resistance to the rightful influence of the Government of India.

4. And yet the marvellous progress for an Indian province made by British Burmah ought apparently to have convinced the Government that in no part of India, scarcely indeed in any part of the Empire, would an active and vigorous insistence upon the observances of the

duties of a friendly neighbour have resulted so certainly in the largest measure of prosperity to both the native state and the British province. As it is, in spite of the obstructiveness of the King, the advance of Lower Burmah has been as rapid almost as the most prosperous of the British Colonies. The population has increased from 2,747,148 in 1872, to 3,736,771 in 1882, and the public revenue from £1,565,186 in 1874, to £2,702,086 in 1883. In the same interval the public expenditure in the province has risen from £779,513 to £1,493,702. Trade has more than kept pace with this advance of population and revenue as the following figures will show :—

	1874.	1883.
Imports	£1,839,095	£3,772,887
Exports	£3,480,407	£7,039,525
Total	£5,319,502	£10,812,412

The relative increase in imports, it will be observed, is somewhat greater than the increase in exports, but what my Committee would point out is that, with the balance of trade so strongly in favor of the province, its capacity as a consumer of British manufactures is very imperfectly measured by the actual value of its imports, and further, that the comparatively small amount of these imports, demonstrates conclusively that Upper Burmah acts as an effectual and insurmountable barrier between the port of Rangoon and those almost illimitable commercial demands and requirements in Western China, which it has been the hope of the Government and merchants alike to ascertain and to satisfy.

5. But confining their attention for the present to British Burmah, my Committee would point out that the statistics of the province show that one of its chief wants is population, a want which its connection with India should make it easy for Madras or Bengal to supply, and

by supplying, add materially to the producing capacity and general prosperity of the province. In the ten years ended 1883, the State outlay in British Burmah was £11,228,282, or an average of £1,122,828 per annum. During this period the revenue rose from £1,565,186 to £2,702,086, an improvement of £1,136,900 between the first and last years of the decade. This is a result which seems to prove that the State could not, in its own interest, pursue a more wise or a more profitable domestic policy in the case of British Burmah, than to devote to that province special funds to be employed in opening out the country,—in the extension of its railways, the improvement of its fine water communications, and the construction of carefully selected roads to feed the railways and the river channels. My Committee have no sympathy with the demand for the separation of Burmah from India; it sconnection with this country is too close; and, if there were no other reason, the smallness of the European community gathered, as it is, at a few chief points only, forbid to the province, in their opinion, the status of a colony. But when this has been said there still remains the fact pointed out above, that nowhere else in India can the State outlay on the improvement of the province, be regarded as so directly reproductive, and nowhere else in India is it so desirable in the interests of the State itself, that larger sums should be applied to promoting the growth, and furthering the prosperity of the country.

6. As I have had occasion to state, in Burmah all commercial questions are more or less mixed up with political matters; that this is so could not be better shown than in the following extract from a Despatch No. 104 of 1882, dated 15th September 1882, addressed by the Government of India to Lord Hartington, the then Secretary of State for India :—

"British Burmah and the King's possessions are so "closely connected by geographical situation, by the

"similarity of the races inhabiting them, and by the "facilities for communication afforded by the Irrawaddy, "that there is a constant stream of intercourse between "them. Moreover, the natural richness of the country, "and the market created for its produce by the establish- "ment of a large commercial port at the mouth of its "cheap water-way, have developed a trade of more "than local importance. Although hampered by many "difficulties arising from mal-administration at Mandalay, "this trade has shown remarkable vitality and promise; "and there is every reason to suppose that, if it could be "freed from the injurious influences of the Mandalay "officials, it would still further contribute to the prosperity "of the Burmese community. Even, therefore, if we were "otherwise disposed to favour a policy of isolation, it "would be inexpedient, and indeed practically impossi- "ble, for us to stand altogether aloof from the course "of affairs in Upper Burmah. In a state of which "the administration is so imperfectly organised, diplo- "matic intervention would often be necessary, even "at the most favourable times, for the settlement "of disputes which, in civilised countries, might be "left to the Courts; and the disorder which has recently "prevailed at Mandalay has much increased our diffi- "culties in procuring redress for the legitimate grievances "of British subjects and others entitled to our protection. "Now, we have never attempted or desired to exercise "interference in the internal affairs of Upper Burmah; "and of late years circumstances have forced us even to "withdraw our Representative from the Court of Ava; "but recent events have shown that the considerations, "briefly noticed above, possess a very practical importance "for us, and the conclusion to which they lead is, that the "re-establishment of a British Resident at Mandalay, "though, as in the past, it may not impossibly lead to "some difficulties, would be on the whole less open to ob- "jection than the existing want of rapid and direct diplo-

"matic communication between two countries which are "so closely connected by position and circumstances."

Such being the relations between Upper and Lower Burmah, between the King's possessions and the British Province, it is discouraging in the extreme to all who comprehend how magnificent a trade was expected to result from the establishment of British rule in the delta of such a water-way as the Irrawaddy, to find the policy of the Government thus described by the Chief Commissioners, speaking as the representative of the Viceroy :—

"We must trust to the Ava Government sooner or later "recognising that the Government of India intend to "treat them fairly, and that a liberal commercial tariff "and arrangements are for their own interests as well as "for ours." No. 5506 M. P., 15th August 1881.

Again, in advising the Government of India to intimate to Mandalay that the negotiations of 1882 were finally closed, Mr. Bernard, the Chief Commissioner, in his No. 655 D. P. of December 27th 1882, writes as follows :—

"If this course be taken, the question arises, what "would be the effect of such action on the relations be-"tween Upper and British Burmah? No doubt a certain "coolness would arise in the relations between the two "Governments, and the hope of a satisfactory amicable "settlement would be further off than ever. But Mr. "Bernard believes that, for a time at any rate, and for so "long as the British Government continued strong in "Europe and Asia, there would be no additional chance "of hostile action, of the violation of the Manipur border, "of serious frontier trouble, or even of commercial reprisals "on the part of the Ava Government. So long as the "King and the Queen retain their health and agree to-"gether, and so long as the Court are not very unusually "pressed for money, there would be no new monopolies, "and trade would go on as it has done this year, 1882. "But no doubt, the failure of the negotiations of 1882

"would make hostile commercial measures less improbable, "and would make the possibility of actual hostilities less "remote than they would have been if the negotiations had "been successful. But it seems to the Chief Commissioner "that we must accept this result. We have done what "could be done by friendliness and negotiation to cultivate "more amicable relations; and, as those efforts have not "been successful, we must accept a certain increased liability "to the occurrence of unfriendliness on the part of the "Mandalay Government, such as might some day end in "war and in the subversion of the present King of Ava.

"There is one point in the Minister's letter to yourself "on which special remark is perhaps desirable. In his "opening paragraphs he speaks of English traders and "English goods as distinct from traders and goods that "come from British India; and, in the final paragraph of "his letter, he emphasizes that distinction. The meaning "of this may perhaps be that English-made or European-"made goods do not come within the commercial clauses "of the draft Treaty, or of existing Treaties with the "Government of India. No contention of this kind has "ever been put forward before. And Mr. Bernard's advice, "is, that until this view is actually urged in as many words, "or is enforced by the Mandalay Customs' Department, "it will be better not to discuss the question."

There is foreshadowed in this last paragraph, perhaps, some new and ingenious obstruction to trade on the part of the Mandalay officials; but the passage is chiefly noticeable, in the opinion of my Committee, for the implacable spirit of opposition to British interests betrayed by the suggestion Mr. Bernard deems it wise to leave unnoticed.

7. Lastly, the Government of India itself, in the Despatch to the Secretary of State from which the extract given above in paragraph 6 has been taken, sums up its policy in the following words:—"Our main, and indeed almost

sole object, in the maintenance of diplomatic relations with the Mandalay Court, is the protection of British subjects and others trading with, or visiting, Upper Burmah."

When the Government of India and its local representative narrow down the duties and responsibilities of the Indian Empire towards Upper Burmah to the smallest possible limits compatible with any diplomatic intercourse at all, it is no wonder that in British Burmah there should be presented the spectacle, for a parallel to which search will be made in vain, of a community where lawlessness and material prosperity advance with equal strides, and where the anarchy of the adjoining native State is faithfully reflected in the gang-robberies which keep alive a sense of unrest and insecurity in the British districts. The failure of the policy of Government, as defined by Mr. Bernard and the Government itself, has been conspicuous and painful, all the more so that in December 1881, the efforts made by the Government to bring the King's Council to reason, were, by the visit of Lord Ripon to Rangoon, and his speech to the merchants of that place on that occasion, to quote the words of the Despatch already referred to, "backed by the personal authority of the Viceroy."

8. It seems to the Committee of the Chamber that the Government of India cannot divest itself of its political duties as the guardian of the commerce of British Burmah and the prosperity of that province, in the face of Lord Ripon's visit to Rangoon, and the virtual pledge given by that visit, that the injurious and anomalous condition of the relations between the King's Government and the Government of India should be brought to an end consonant with the development of the interests that condition of affairs so gravely imperilled. Moreover, it is not British interests alone which are injured. China has a grievance against Burmah quite as intolerable as the British grievance; and

though the past foreign policy of China—directed to the exclusion of foreigners from that Empire—may for a while render the obstruction of the Burmese Court to Chinese interests more easy to bear, it is not difficult to see that circumstances may at any moment arise, if indeed they have not already arisen, when the existence of a State given up to anarchy and incapable of preserving order, or securing to Western China an access to the sea, would be matter for the most serious consideration on the part of the Peking Cabinet.

9. Then, again, the Government of India has assumed responsibilities with which it has never attempted adequately to deal. It has, during a long series of years, given more or less encouragement to the repeated attempts which have been made to open trade routes with Western China, whether these have been made from China outwards, or from Burmah inwards. So far back as 25th November 1874, the Committee of the Chamber, responding to the invitation of the Government to make suggestions on the development of "trade between Burmah and Western China" remarked—

"The establishment of a regular trade between British "Burmah and Western China, or between any one country "and another, must have for its foundation not only security "for life and property, but immunity from all stoppage of "intercourse."

That remark is, in the opinion of my Committee, even more applicable to the circumstances of Native Burmah to-day than it was when it was written. When it is possible, as was the case quite recently, for a band of Chinese brigands to hold Bhamo, the present terminus of the trade with Western China, for an appreciable time against the whole strength of King Theebaw, and when that Prince is unable to maintain the subjection to his kingdom of the Shan States upon his Eastern borders, the prospect of any

intercourse with Western China must be abandoned, and the right must be conceded to so petty a prince as the King of Burmah not only to misrule in his own dominions, but to effectually separate two empires, China and India, all of whose interests point to the necessity of free and unimpeded intercourse between their subjects.

10. The policy hitherto pursued by Government is directly responsible for the fact that, after more than a quarter of a century of discussion and effort, communication with Western China is apparently further off than ever. Yet in this direction the Irrawaddy valley is the easiest and most natural channel for the commerce and trade of an industrious, well-to-do, and energetic population, approaching, for the two provinces of Yunan and Szechuen, a total which a moderate estimate gives at 27½ millions. Were it not for the obstruction to intercourse with these two prosperous and wealthy provinces, there can be no doubt that a trade in British goods—to whose extent it is difficult to suggest reasonable limits—would have long since developed itself into a regular and well-defined system of traffic. That trade is to-day but very poorly represented by the three millions and three quarters of the imports of British Burmah.

11. In this connection the Committee of the Chamber of Commerce would suggest, that the route between the Irrawaddy at Mainlah and the Brahmapootra, *viâ* Munipur, Cachar and Sylhet, should be carefully examined with a view to ascertain whether an alternative railway to that from Rangoon, could not be constructed, having Li-kiang Foo for its objective, to tap Southern Szechuen and Northern Yunan, and to bring these provinces into direct communication with the water-ways of the Gangetic delta, and Calcutta itself. Room would still be left for an extension of the railway from Rangoon to tap Southern and South-Western Yunan, and to give to that port a not inconsiderable share in the trade with Western China generally.

12. In conclusion my Committee would hope that the Burmah question will speedily receive that attention from His Excellency the Viceroy in Council which was foreshadowed in the speech of Lord Ripon at Rangoon, in December 1881. The present condition of affairs is in every way anomalous. There is no recognised diplomatic intercourse between Upper Burmah and the Government of India, and no commercial intercourse, save under a treaty which ought to have lapsed, and with which both parties are dissatisfied. Order and tranquillity seem as impossible on the British as on the Burmese side of the border, commerce instead of exhibiting a steady growth, finds its operations restricted, and its enterprise baffled, by the fluctuations to which it is subjected. Through the incomprehensible action of the so-called Government at Mandalay, a position has been created full of vague political threatenings, and before which, if it be allowed to continue, all hope of establishing intercourse with Western China must be abandoned; a state of things injurious to the material interests of the province of British Burmah, intolerable if the tranquillity of that province be regarded as a necessity to its progress, inimical to commerce generally, and reflecting on the British Government which appears unable to make itself respected by so feeble a state as that of Native Burmah, and which allows itself to be openly contemned by a Prince who, from the moment of his accession, has taken such little pains to disguise his unfriendliness as King Theebaw. It is the earnest hope of the Bengal Chamber of Commerce that His Excellency the Viceroy will find a means of putting an end to the political and commercial difficulties of which it has been the duty of the Chamber in this communication to complain.

From Government of India to Chamber,
No. 1350 *E, Dated Simla, the* 28*th August* 1885.

Foreign Department
External.

I AM directed to acknowledge the receipt of your letter of the 3rd instant, stating the views of the Bengal Chamber of Commerce on the subject of the relations between Upper Burmah and the Government of India.

2. In reply I am to say that the question is receiving the attention of the Governor-General in Council.

From Private Secretary to H. E. the Viceroy to Chamber.

Simla, 6th October 1885.

I HAVE the honor to inform you that I have received your telegram of 25th September concerning the affairs of Upper Burmah, and that I have duly submitted it to His Excellency the Viceroy.

In reply I am to state that the Viceroy is fully alive to the importance of the British interests involved, and the Chamber of Commerce may rest assured that the subject will continue to receive His Excellency's attentive consideration.

Copy of telegram to Mr. D. Mackenzie Wallace, Private Secretary to His Excellency the Viceroy, 25*th September* 1885.

MY Committee instruct me to submit to His Excellency through you a Resolution passed at their Meeting this afternoon. Telegrams from Rangoon Chamber report that Burmese ambassador conveys France signed Treaty giving French Company exclusive privilege to construct Railways, form Banks, Upper Burmah, Treaty pledges Customs, Forest revenue and gives French right to search English ships at frontier. Rangoon Chamber made personal representation to Chief Commissioner. This Chamber

having considered telegrams, resolved that this Chamber view with much apprehension possible establishment at Mandalay by any foreign power of any such politico-commercial agency as that referred to; the Chamber trust that if information before Government confirms that received from Rangoon Chamber, it will promptly take such steps for protection of British rights, interests, and commerce as may seem to it to be called for under the circumstances.

25th September 1885.

RESOLUTION.

Read telegrams dated 23rd and 24th September from the Rangoon Chamber of Commerce, stating that the Burmese ambassador, who has lately proceeded to Europe is believed to be the bearer of a draft treaty approved by the French Consul at Mandalay and signed by the Burmese Government conceding to a French Company the exclusive right to construct Railways and establish Banks in Upper Burmah, and pledging the Burmese Customs and Forest Revenues, with right to French officials to search English ships at the frontier, and stating that the Rangoon Chamber had in consequence made a representation on the subject to the Chief Commissioner.

Resolved that this Chamber view with much apprehension the possible establishment at Mandalay by any foreign power of any such politico-commercial agency as that referred to in the telegrams from the Rangoon Chamber of Commerce. The Chamber trust that if the information before the Government of India confirms that received from the Rangoon Chamber of Commerce, it will promptly take such steps for the protection of British rights, interests and commerce as may seem to be called for under the circumstances.

From Chamber to the Government of India.

Calcutta, 22nd January 1886.

My Committee have instructed me to hand you, for favor of submission to His Excellency the Viceroy and Governor-General in Council, copy of the resolution at foot on the subject of the opening up of trade communications with Western China.

Resolution passed by the Committee of the Chamber of Commerce at their Meeting held on January 13th 1886.

The Committee have perused with much interest the communications received from Mr. A. R. Colquhoun, including the suggestions for a Railway through Siam to open up that country and Southern Yunan, and to connect itself with the Bay of Bengal by a branch line to Moulmein. They have also read with satisfaction the Resolutions of the various Chambers of Commerce in England, and are glad to recognise the fact, that through the exertions of Mr. Colquhoun, a widespread interest in the questions connected with the countries of the Indo-Chinese Peninsula has been awakened in the mercantile and manufacturing communities at home. But whilst welcoming every advance towards the solution of the problem of opening up Burmah and Western China, an object which has since 1874 been kept steadily in view by this Chamber, the Committee are not prepared to give in their adhesion to the project advocated by Mr. Colquhoun as that which would best meet the object of the representations which the Bengal Chamber have submitted to the Government of India. The information before the Committee is not sufficiently full to enable them to come to a decision as to the merits of the alternative schemes put forward for opening up Western and South Western China. They would hope that as a result of recent events in Upper Burmah, the Government of India will, at an early date, take active steps to obtain and place before the public the fullest information possible as to the

character of the various routes leading through Burmah to Western China, and also of the country lying between the terminus of the great China trade route at Bhamo and the British province of Assam. But while thus reserving their opinion on the materials before them, the Committee are keenly alive to the great importance of the questions involved in any attempt to connect Western China with the sea, and are glad to have the opportunity of expressing their admiration of the ability, courage and devotion to the public service which have marked the explorations carried out by Mr. Colquhoun, and having for their object the opening up of regions which may be expected to prove valuable outlets for English commerce.

The Committee fully support the hope expressed by the English Chambers of Commerce, that the great services rendered, during a period of four years, by Mr. Colquhoun, and during two years by his companion Mr. Holt Hallett, will receive from the State that recognition and reward which they so especially merit.

Calcutta, 23rd January 1886.

MY DEAR MR. COLQUHOUN,

IT gives me much pleasure to be the medium of conveying to you, by the instructions of my Committee, a copy of their Resolution on the subject of opening up trade routes with Western China. A copy of the Resolution has been forwarded to the Foreign Department for submission to His Excellency the Viceroy in Council. My Committee are sensible of the great services which you and Mr. Hallett, yourself in particular, have rendered to commerce in your explorations of the rich, but little known regions of the Indo-Chinese Peninsula. They congratulate you upon your selection for important civil employment in Upper Burmah and upon your having found a sphere of employment where you may be enabled to render to your country services more valuable than

even those which you have already had the good fortune to perform.

Believe me,
MY DEAR MR. COLQUHOUN,
Very truly yours,
(Sd.) S. E. J. CLARKE,
Secretary.

A. R. COLQUHOUN, ESQ.,
7 *Hastings Street.*

PARLIAMENTARY COMMITTEE TO ENQUIRE INTO THE WORKING OF THE INDIA ACT 1858.

IT having become apparent that both parties in England were desirous that an enquiry should be made into the working of the India Act, 1858, and Lord Randolph Churchill, who had become Secretary of State for India, having pledged himself to move in the current session for the appointment of a Parliamentary Committee to undertake this enquiry, the Committee of the Chamber, on a strong representation made to them as to the desirability of excluding from such a Committee, persons who had been specially connected with the administration in India, drew up and forwarded to his Lordship, through the Government of India, the memorial set out below.

From Chamber to the Government of India.

Calcutta, 19th January 1886.

I am directed by my Committee to forward herewith a Memorial to the Right Honorable the Secretary of State for India on the composition of the proposed Parliamentary Committee, to enquire into the working of the India Act 1858, and to solicit the favor of your forwarding it to England by the outgoing mail.

To The Right Honorable
LORD RANDOLPH SPENCER CHURCHILL,
HER MAJESTY'S PRINCIPAL SECRETARY OF STATE FOR INDIA.

The humble Memorial of the President, Committee, and Members of the Bengal Chamber of Commerce,

Sheweth,

That Your Memorialists have reason to believe that during the present Session of Parliament, a Select Parliamentary Committee will be appointed to enquire into the whole working of the India Act, 1858, that is, into the administration of India during the period this country has been directly administered by the Crown.

That in so important a matter where the administration of an Empire is brought under trial, and where the progress of the investigation and the verdict to be arrived at will attract the attention of large masses of our native fellow subjects, and where the gravest and most intricate problems of government will have to be considered, and where also the effect of any enquiry must, of necessity, influence not only the future character of the Indian Administration, but likewise the relations of that administration to the immense populations confided to its care, it is desirable that the enquiry shall be, so far as is possible, judicial in tone, and wholly and indisputably impartial.

That while Your Memorialists admit with readiness the great value of the testimony that may be given before any Select Parliamentary Committee as to the actual practical working of the machinery of Government in this country by Indian Officials, who may bring to the giving of such testimony a record of wide experience and eminent service, still the fact that they can bear such witness to labours in which they have borne an honorable share,

disqualifies them for the task of taking a direct part in an enquiry into the working of the India Act. Your Memorialists would therefore crave leave to represent that, in the constitution of any Select Parliamentary Committee which may be formed, it should be the endeavour of Your Lordship, if you move for the appointment of such Committee, or of whoever may be charged with this most important and responsible duty, to secure that the Committee shall be composed of persons who have had no official connection, direct or indirect, with the Indian Administration.

That there are many subjects affecting the course and character of the administration in India upon which Your Memorialists would desire to place their views before such a Committee as that hereinbefore alluded to, but they consider the present is not a fitting or proper opportunity for the expression of such views, and do therefore, at this time, refrain from putting the same on record.

Your Memorialists accordingly pray Your Lordship, that in moving for the appointment of a Select Parliamentary Committee, you will endeavour to secure that the enquiry shall be in the strictest sense impartial and unbiassed ; and with this view, will exclude from the said Committee all persons who may at any time have held office in India, or been connected with its administration, and further, Your Memorialists would crave that notice be given them of the appointment of such Committee, and time and opportunity afforded them for placing before the said Committee such representations as to the course and

character of the administration in India as may be deemed by them to be necessary. And Your Memorialists, as in duty bound, will ever pray.

D. CRUICKSHANK, *President*,
A. F. C. FORBES,
W. W. PETRIE,
E. D. WYLIE,
W. J. M. MCCAW,
Members of the Committee,
for themselves and on behalf of the Bengal Chamber of Commerce.

19*th January* 1886.

From Chamber to the Government of India.

No. 93—*Calcutta,* 23*rd January* 1886.

My Committee have reason to believe that the motion for a Select Parliamentary Committee to enquire into the working of the India Act, 1858, will come on in the House of Commons at a date earlier than would suffice for the Memorial forwarded with my letter of 19th inst. to reach the Secretary of State for India. Under these circumstances, and having regard to the urgency of the matter, my Committee have, through the President of the Chamber, forwarded this day, the subjoined telegram to Lord Randolph Churchill.

My Committee would esteem it a favor if, in sending him the memorial, you would notify him of the action they have felt themselves, in this instance, under the necessity of taking.

Telegram begins:

"Chamber forwarded Memorial regarding India Select "Committee. Urges exclusion Indian officials on ground "they should not judge adminstration in which they "have borne part, while their evidence most valuable. "Enquiry should be strictly impartial and unbiassed"

Telegram ends.

From Government of India to Chamber.

Calcutta, dated the 28th January 1886.

Home Department. (Public)

With reference to your letters noted in the * margin, I am directed to inform you that the memorial addressed to Her Majesty's Secretary of State for India, by the President, Committee, and Members of the Bengal Chamber of Commerce, relative to the composition of the proposed Parliamentary Committee, to enquire into the working of the India Act, 1858, was forwarded to its destination by the mail of the 26th instant. A copy of your letter of the 23rd instant will be sent to the Secretary of State by the next mail.

*Dated 19th Jany. 1886.
,, 23rd do.

THE JUTE MEASUREMENT SCHEME.

YOUR Committee have the satisfaction of reporting a confirmation of the success of the Jute Measurement scheme. Since the publication of the last report, however, an attempt to bribe one of the Licensed Measurers led to a prosecution in the Police Court. The case came on before a Bench of Honorary Magistrates, and after repeated postponements, terminated in a manner which compelled the Committee to make a representation on the subject to the Local Government. Subsequently in order to secure the Licensed Measurers, as far as possible, against such attempts in the future, a petition was sent to the Government of India, praying that the Measurers might be allowed the status of public servants. The reply to the petition was not encouraging, and in view of the manifest disinclination of the Supreme Govern-

ment to grant the concession asked for, the matter has been allowed to drop. The correspondence relating to this subject and the Report of the Committee of the Measurement Scheme will be found below:—

From Chamber to Government of Bengal,

Calcutta, 3rd March 1885.

BENGAL CHAMBER OF COMMERCE,

versus

BRINDABUN MARWARE AND ANOTHER.

I AM instructed by the Committee of the Bengal Chamber of Commerce to invite your careful consideration of the circumstances under which, in spite of the protest of Mr. Adkin, the Attorney for the prosecution, Mr. Marsden, the Chief Presidency Magistrate, transferred the case for hearing before an Independent Bench.

2. On the application for the summonses the whole of the facts were explained to Mr. Marsden, and it was pointed out that there was a question whether the facts disclosed did not amount to an abetment of Cheating and Forgery. The Magistrate refused process on the charge of abetment of Forgery but granted it on the charge of abetment of Cheating, under Section 116 of the Penal Code.

3. It was also pointed out on the 23rd ultimo, to Mr. Marsden, that the case was a difficult one, and of great importance to the Commercial Community; but the Magistrate replied that the case was a simple one and a private prosecution, and he declined to take it on his file again. The Committee are advised that it involves a question of law and ought not to have been left to an Independent Bench for decision.

4. In September 1881, Mr. Marsden transferred the case of Empress *verses* Abdool Guffoor to an Independ-

ent Bench who convicted the prisoner and sentenced him to be rigorously imprisoned for two months. The man appealed to the High Court, and the conviction and sentence were set aside as illegal. These proceedings cost the accused and his friends close on Rs. 3,000, and formed the subject of a Memorial to the Lieutenant-Governor. The Committee feel that great evil is likely to result from the practice of the Chief Magistrate of transferring other than the most simple cases for trial before an Independent Bench, and they are anxious, in the interests of justice, to bring the matter to the notice of His Honor the Lieutenant-Governor.

From Chamber to Government of Bengal.

Calcutta, March 28th, 1885.

IN continuation of my letter to you, dated the 3rd instant, inviting your careful consideration of the circumstances attending the transfer of this case by the Chief Presidency Magistrate to an Independent Bench.

2. I have the honor to forward a copy of the judgments delivered on the 14th instant, by the three Honorary Magistrates, who formed the Bench.

3. The first judgment delivered, was Mr. Napier's, who held that the proof adduced on the part of the prosecution was entirely satisfactory, and that Mr. Joseph had acted quite properly in the matter, and, that the defendants were justly convicted, and a fine was not, having regard to their circumstances, an adequate punishment.

4. The next judgment was delivered by Baboo Degumber Moitry, who was not satisfied that the certificates made out at Joseph's house, were certificates of false measurements. In his opinion there ought to be an acquittal.

5. Baboo Nobin Chunder Bural, who presided, held that the offence charged had been proved, but thinking

that the encourgement given by Joseph led the defendants to the length they had gone, considered that fines of Rs. 100 and Rs. 50, would be adequate punishment.

6. Mr. Napier concurred in this judgment in order to secure a majority, and sentence was passed accordingly.

7. Messrs. Sanderson & Co., the attorneys for the prosecution, in handing their Bill of Costs, Rs. 636-7-0 (which has been paid) observe that, had the Chief Presidency Magistrate retained the case on his own file, it would have been disposed of in half the time and at half the cost. They estimate the cost of the defence at about Rs. 22,000.

8. In conclusion, I am directed by my Committee, respectfully to suggest to the Government, the propriety in the interests of justice, of appointing an Assistant Magistrate, with a competent knowledge of the law to take important cases, which the Chief Presidency Magistrate appears frequently to find himself unable to dispose of.

From Government of Bengal to Chamber.

No. 1786 J. *Dated Calcutta, the 6th April* 1885.

Judicial.

I AM directed to acknowledge the receipt of your letters, dated respectively the 3rd and 28th ultimo, on the subject of the * marginally noted case. In the first letter, you represent certain circumstances connected with the transfer of that case by the Chief Presidency Magistrate, Calcutta, to the Bench of Presidency Magistrates for trial; and in the second, you suggest the appointment of an Assistant Presidency Magistrate, to aid the Chief Presidency Magistrate in the disposal of important cases.

* Bengal Chamber of Commerce. *versus.* Brindabun Marwari and another.

2. With reference to your first letter, I am to forward for the information of the Committee of the Chamber of

Commerce, a copy of a letter * from the Chief Presidency Magistrate on the subject, together with a copy of the Lieutenant-Governor's orders * thereon. As regards the second letter, I am to say that Sir Rivers Thompson does not consider that there is any necessity proved for the appointment of an Assistant Presidency Magistrate. His Honor is of opinion that the Chief Presidency Magistrate should find no difficulty in disposing of all important cases coming before him, if he exercise a right discretion in selecting the cases to be retained on his own file.

* No. 412 B, dated the 24th March 1885.

* No. 1709 J. dated the 31st March 1885.

From Chief Presidency Magistrate to Government of Bengal.

No. 412 *B. Calcutta, dated* 24*th March* 1885.

I have the honor to acknowledge the receipt of your letter No. 1459 J., dated 19th instant, and in reply would beg to state—

On the application for the issue of process in the case in question, the facts of the case were stated to me at considerable length, and it appeared to me to be a very simple case ; and, having since its disposal looked through the records, I am unable to discover any intricacy in it, and I have the honor to point out that the Honorary Magistrates frequently try and dispose satisfactorily of cases in which points of law arise unexpectedly. The Bench, in this instance, was composed of two gentlemen who are attorneys of the High Court, and the 3rd gentleman is one of the most experienced of the Honorary Magistrates.

The attorney for the prosecution, Mr. Adkin, did express a wish that I should try the case myself, and an application, subsequent to the transfer, was made to me to retransfer the case to my own file ; this I declined to

do. I am not aware that any power rests with the stipendiary Magistrates to retransfer a case to themselves, after it has once been transferred to an Independent Bench; and moreover, if such power does exist, I feel sure His Honor will see, for obvious reasons, one would be very unwilling to exercise it, except in a case of absolute necessity. As far as I have been able to gather from the letter of the Secretary of the Chamber of Commerce, it would appear that the Committee of the Chamber consider themselves aggrieved by my having transferred the case "in spite of the protest of Mr. Adkin;" but I have the honor to submit that I transferred it advisedly, and after having been put in possession of the facts. Had I declined to hear the facts of the case prior to its transfer, the matter might have been different, but before transferring it, I had satisfied myself that the case was one which could be well, and efficiently disposed of, by an Independent Bench. The letter from the Secretary of the Chamber of Commerce seems to lay stress on the fact of Mr. Adkin having wished that I should try the case myself, and would seem to infer, that in consequence of that wish, it was my duty to have tried the case; but I apprehend that the Bengal Chamber of Commerce as a prosecutor, stands on the same footing as any mercantile firm, and as such, I would venture to submit, has no reason to expect that cases in which they are interested should be dealt with in other than the ordinary course.

As a matter of fact, however, I am most careful (as far as lies in my power) to avoid the transfer to an Independent Bench of cases in which there seems any probability of a point of law arising; and as far as I have been able to ascertain in the present case, no point of law, or certainly no intricate point did arise, and I have the honor to take exception to the statement made by the Secretary to the Chamber of Commerce in the 4th para of his letter, where he states that "great evil is likely to result

from the practice of the Chief Magistrate, of transferring other than the most simple cases," and must entirely decline to admit that it is, or ever has been, a practice of mine to transfer any complicated cases.

With reference to the case of the Empress *vs.* Abdool Guffoor, that has been referred to, I was not aware, until the present time, that any memorial had been presented to His Honor the Lieutenant-Governor. The facts of that case I can recall, and they were apparently as simple as possible, *viz.*, the defendant was charged with the theft of some books from a man's house, and the fact that in that instance the decesion of the Independent Bench was reversed on appeal by the High Court, and that the accused and his friends expended a large sum of money on his defence, cannot, I would with due deference submit, be used as an argument to shew that it has been my practice to transfer intricate cases for trial by the Honorary Magistrates.

I have the honor further to point out that, in my opinion, it is very essential to endeavour to keep up the Honorary Magistrates' interest in their duties, by sending them cases varying in their character as much as possible, and not only very petty theft and assault cases.

I trust with these remarks that His Honor the Lieutenant Governor will feel satisfied that I have not used my discretion unwisely, either in the present case, or in other cases that I have transferred for trial to Benches of Honorary Magistrates.

From Government of Bengal to Chief Presidency Magistrate.

Calcutta, dated the 31st March 1885.

Judicial.

Bengal Chamber of Commerce *versus.* Brindabun Marwari and another.

I AM directed to acknowledge the receipt of your letter No., 412 B, dated the 24th instant, in which you explain your reasons for having transferred the case marginally noted to the Bench of Presidency Magistrates for trial.

2. In reply I am to say that the Lieutenant-Governor is of opinion that you should retain on your own file cases in which any difficult point of law is involved, and also such as, in the event of a conviction being obtained, require experience and a knowledge of the principles of criminal law, to determine the character and the amount of the punishment to be awarded. His Honor thinks that you would have exercised a sound discretion in keeping on your file the case which has given rise to the present correspondence.

From Chamber to Government of Bengal.

Calcutta, April 13th, 1885.

I AM directed by the Committee to acknowledge receipt of your letter No. 1786 J., of 6th instant, forwarding a copy of the letter of March 24th, from the Presidency Magistrate to yourself, and a copy of the Lieutenant-Governor's orders thereon, No. 1709 J., dated 31st March, arising out of the case "Bengal Chamber of Commerce, *vs.*, Brindabun Marwari and others."

2. The Committee observe with satisfaction that His Honor thinks the Magistrate would have exercised a sound discretion had he kept the case in question on his own file, and they feel that, if for the future, he uses a right discretion in selecting cases for his own file, the aid

of an Assistant to the Presidency Magistrate will be unnecessary.

From Chamber to Government of India,

Calcutta, 28th July 1885.

I AM instructed by the Committee of the Bengal Chamber of Commerce to forward to you, herewith, a memorial from the Chamber to His Excellency the Viceroy in Council, praying that the status of public servants may be extended to the official Measurers employed under the authority and sanction of the Chamber in the same manner as has been done by section 27 of Act IV, 1879, in regard to Railway Companies' servants, and to request that you will take an early opportunity of submitting the memorial to His Excellency in Council.

To His Excellency The Right Hon'ble
SIR FREDERICK TEMPLE HAMILTON-TEMPLE, EARL OF DUFFERIN, K.P., G.C.B., G.C.M.G., P.C., G.M.S.I., F.R.S., D.C.L,

Viceroy and Governor-General of India in Council.

The humble Memorial of the Bengal Chamber of Commerce,

Sheweth,

That previous to the year 1883, disputes were continually arising in Calcutta, between ship Agents and ship Masters on the one side, and shippers of goods on the other side, in regard to the measurement of such goods as paid freight according to measurement, and your Memorialists were urged by various bodies and persons to take up the matter and devise some remedy for what was felt to be a blot on the Port of Calcttta. They accordingly, with the approval of the mercantile community generally (including the representatives of both ship owners and shippers) appointed a body of official measurers to measure all such goods, and it was agreed that the measurements made by these persons, as appearing on the certifi-

cates of measurements made by them, should be final and conclusive on all parties.

2. It was originally proposed to swear in the measurers, in order to obtain the sanction of an oath for the due performance of their duties, it appearing to your Memorialists that the binding of such measurers by the obligation of an oath, afforded the simplest and the best security for their honesty and fidelity, and, at the same time, gave the mercantile public the best guarantee that the confidence reposed by them in such measurers would not be abused, and it was decided to call them sworn measurers. But when it came to be considered how the oath should be administered, it was found that, owing the provisions of Act X of 1873, (Section 16) having abolished all extra judicial oaths, and Section 4 having deprived Notaries Public of the power to administer oaths, (which they had theretofore considered themselves entitled to exercise under the common law) no oath could be legally administered to the measurers, and your Memorialists, therefore, took bonds from them as security for the due discharge of their duties.

3. That several attempts have been made to bribe the said official measurers, and it is of great importance to the mercantile community that the prosecution of such attempts should be assisted, as far as possible, by the Legislature. As the law at present stands, it is impossible to punish the measurers in any way in the event of their receiving a bribe, while the only means of punishing a person for offering a bribe to a measurer, in order to obtain a false certificate of measurement, is to prosecute such person for abetment of an attempt to cheat, a charge difficult to establish owing to the number of facts requiring proof to support it, as your Memorialists have found from experience in a late case instituted by them in the Calcutta Police Court. The importance of the matter will be apparent from the fact that 1,173,000 packages by sea-

going vessels, and 6,730 tons of cargo by inland steamers were measured by the official measurers from 1st September 1883, when the system was instituted, to 31st August 1884, which affords strong evidence of the extent to which the new system of measurement has been utilised by the mercantile community: a copy is hereto annexed and marked A, of a letter, dated 29th November 1884 to your Memorialists, from the Committee of Merchants who are entrusted with the work of organising the scheme.

4. The mode in which your Memorialists submit that the primary object they have in view, *viz.*, the providing of a simple and effective means of punishing persons offering bribes to official measurers can be most readily carried into effect, would be by the passing of an Act to include such official measurers within the definition of public servants, with reference to certain sections of the Indian Penal Code, as has been done in regard to Railway Company's servants by section 27 of Act IV of 1879.

5. There is, however, another aspect of the case which an Act, such as is above suggested, would not fully cover, *viz.*, the provision of a means for giving legal sanction to the engagements of the measurers themselves, which would afford the commercial public the security which would result from the knowledge, that any breach by such measurers of the terms of their engagements, could he pupished, on detection, in a ready manner, and this end may, as your Memorialists submit, be most conveniently effected by the passing, in addition to the Act abovementioned, of another Act with provisions similar to those of the Statute 5 and 6 William, IV, Cap, 62, by which declarations were substituted for oaths in extra judicial proceedings.

6. Such an Act as that lastly abovementioned, would not only be of assistance to your Memorialists in connection with the matter to which this memorial has special

reference, but it would also, as your Memorialists verily believe, be of general public utility and benefit, and supply a great public want. Cases frequently arise, as your Memorialists believe, in which a statutory declaration would be a highly convenient form in which to place on record facts or circumstances which it is desirable, or necessary to have determined or placed on record, under the sanction of an oath or statutory declaration. But there being no means of taking such statements on oath they have to be dispensed with, thus leaving persons no means of supplying evidence of facts of which proof is essential in ordinary business transctions, and leaving persons requiring such proof no protection, unless the facts of the case are such, that a declaration can be made regarding them so framed, that its untruth would involve the declarant in a prosecution for cheating. Great inconvenience is, as your Memorialists are assured, frequently felt on this account in transactions, for instance, in which questions regarding titles to property, such as the decease of persons interested, details of family history, statements regarding loss of deeds, &c., are involved, and also by reason of there being no means, as the law at present stands, of obtaining any legal sanction to notarial protests, which were, prior to the passing of Act X of 1873, verified by declarations made under the Statute above referred to.

7. Your Memorialists are aware that the said Statute, so far as it is applied to British India, was repealed by Act X of 1873, but the public inconvenience caused by such repeal could not, your Memorialists feel assured, have been adequately represented to the Legislative Council of that time, and your Memorialists respectfully submit, that in view of the considerations above submitted, the question of re-enacting the provisions of the Statute in question in India, is one which, in the public interest,

may with advantage, be considered by Your Excellency in Council.

Your Memorialists therefore pray Your Excellency in Council, that an Act may be passed in the said Council, by which the said official Measurers shall be brought within the definition of public servants, with reference to certain sections of the Indian Penal Code in the same manner as has been done by Section 27 of Act IV of 1879 in regard to Railway Company's servants, and that in addition, Your Excellency in Council will be pleased to take into consideration the question of passing an Act re-enacting in India the provisions of the Statute 5 and 6 William IV, Cap. 62, and pass such an Act, or pass such other orders as the circumstances of the case may seem to require.

And your Memorialists will ever pray, &c.

From Government of India to Chamber.

No. 1555.—*Calcutta, the 28th November* 1885.

I AM directed to acknowledge the receipt of your letter* dated the 28th July last, forwarding a memorial from the Bengal Chamber of Commerce, in which it is requested that legislation may be undertaken for the purpose of including a class of persons, known as "official measurers," within the definition of public servants with reference to certain sections of the Indian Penal Code, as

*Addressed to the Legislative Department.

has been done in regard to the servants of Railway Administrations by section 27, Act IV of 1879. It is explained in the memorial that the object of this proposal is to provide a simple and effective means of punishing persons for offering bribes to the official measurers who, it is understood, are nominated by a joint Committee of shippers and ship-owners, their measurements being accepted as conclusive on all questions which may arise in connection therewith between the parties concerned. The memorialists further urge that, in order to provide a means for giving legal sanction to the engagements of the measurers, an Act should be passed containing provisions similar to those of the Statute 5 and 6 William IV, Chapter 62, by which declarations were substituted for oaths in extra judicial proceedings. It is stated in the memorial that such an Act would be of general public utility and benefit, inasmuch as cases frequently arise in which a statutory declaration would be a highly convenient form in which to place on record facts or circumstances which it is desirable or necessary to have determined or placed on record, under the sanction of an oath or statutory declaration. It is further asserted that great inconvenience is frequently felt owing to the absence of means for taking such statements on oath "in transactions, for instance, in which questions regarding titles to property, such as the decease of persons interested, details of family history, statements regarding loss of deeds, &c., are involved, and also by reason of there being no means, as the law at present stands, of obtaining any legal sanction to notarial protests which were, prior to the passing of Act X of 1873, verified by declarations made under the statute above referred to."

2. In reply I am to explain, as regards the first point, that the legislature has not, so far as the Government of India is aware, applied the provisions of the Indian Penal Code, which relate to bribery, to any persons other than

those employed directly by the State, and those employed by persons exercising powers reserved to the State, but delegated by the State to licensees. On this principle the above provisions have been made applicable to the servants of Railway and Telephone Companies ; but, in regard to the official measurers referred to in the memorial, the circumstances appear to be different. Persons of this latter class cannot be said to be appointed in virtue of powers reserved to the State, but delegated by the State to licensees, while they are clearly not employed directly by the State itself. The incidents of their appointment and the nature of their functions are indeed altogether different from those which exist in the case of the particular classes of persons to whom the bribery provisions have hitherto been applied, and the Government of India, as at present advised, would prefer not to extend those provisions in the absence of a clearly proved necessity for so doing. In the present case, the Governor-General in Council is not satisfied that any such necessity has been shown to exist, and His Excellency in Council accordingly regrets that he does not feel able to accede to the request preferred by the memorialists, compliance with which would, moreover, create an inconvenient precedent, and render it difficult to resist similar applications, if made in connection with other classes of persons. I am, however, to point out, that it would appear to be in the power of ship-owners and shippers to protect themselves against fraud by requiring the "official measurers" to find security for the proper performance of their duties.

3. As regards the second point in the memorial, I am to remark that so far as the swearing in of official measurers is concerned, the Statute 5 and 6 William IV, Cap. 62, does not provide any legal sanction to an engagement supported by a promissory oath or declaration over and above that which the general law provides for the engagement without the oath or declaration. The penalties

provided by the statute are restricted to the case of false declarations regarding matters of fact. It is not clear, therefore, how the re-enactment of the provisions of that statute would meet the object which the Chamber has in view.

4. With regard to the statement made in the memorial that an Act embodying some of the provisions of 5 and 6 William IV, Cap. 62, would be generally useful, I am to observe that the statute in question is extensively used in England for the purpose of obtaining declarations as to matters of fact, under conditions which would render the declarant liable to a penalty in the event of his making a false statement. It is possible that a similar provision might be useful in India ; and I am accordingly to express the willingness of the Government of India further to consider this matter, if evidence can be adduced to show that practical incovenience arises from the existing state of the law. On this point I am to remark, that the general statements made in the penultimate paragraph of the memorial, as to the occurrence of inconvenience in certain classes of "cases" and "transactions," should be supported by further details as to the nature of the cases and transactions referred to, and of the inconvenience experienced in connection therewith, in consequence of the absence of legal provisions of the nature of those advocated by the Chamber.

5. Lastly, as regards the particular matter of notarial protests, I am to point out that notaries are not required to make any declaration of the nature referred to by the Chamber, in paragraph 6 of the memorial. It is possible, however, that the intention of the Chamber is to refer to cases of the nature of ship protests, in which it is believed that if a protest sets forth facts narrated by other persons, those persons make their declarations before a Notary under the Act of William IV. This matter should, however, be

more fully explained in any separate communication which the Chamber may see fit hereafter to submit on the subject.

REPORT

To the President and Committee of the Bengal Chamber of Commerce.

Having served as Committee of the Jute Measurement Scheme for the year 1885, we have now the honor to place in your hands our resignation of the trust committed to us. During the year, the value of the Scheme to the trade of the port has been more and more appreciated, and whilst various causes have contributed to decrease the volume of trade passing through the Port, still the work performed by the authorised measurers shows no falling off.

It has been a matter of regret with the Committee that some few firms held back from supporting the Scheme, or rather from making its acceptance by merchants general; but in August last we felt ourselves in a position to make an efficient reduction on the charges for measurements, with the result that those who refused the services of the measurers, now avail themselves of those services. The concession took the form of a rebate of twenty per cent on measurement charges, and came into effect from 1st September 1885.

But when making this reduction we saw occasion to frame a rule prohibiting the measurement of part cargoes, and gave notice that from that date, bills would "be "calculated on the actual quantities shipped as per "custom's manifest, whether measured in whole or in "part." The rule has been found to work well, as since its introduction, with one or two exceptions, all the vessels entering outwards from the Port, have had their entire measurement cargoes measured by the officers of the Scheme.

A case where one of the measurers was offered a bribe occurred in February last. The officer concerned behaved well, and the parties offering the bribe were detected and prosecuted by the Superintendent. The case was tried before a bench of Honorary Magistrates, and after lasting over several days, and putting the Committee to an expense of over Rs. 650, ended in a conviction. The first defendant was fined Rs. 100, and the second Rs. 50. As the Chief Presidency Magistrate had refused two applications to have the case transferred to his own file, the Committee made a representation to His Honor the Lieutenant-Governor on the subject, pointing out the inconvenience and unnecessary expense which had resulted from the case going before a bench of three Honorary Magistrates who could only devote to it a portion of their time, a circumstance which led to frequent adjournments. The Lieutenant-Governor in his notice of the matter, impressed upon the Chief Presidency Magistrate the advisability of his retaining such cases in future upon his own file.

The facts of the case raised the question of the legal position of a body occupying so special a position of trust as that attaching to the office of measurers licensed by the Chamber of Commerce, and to a representation being made by us to your Committee. A memorial was prepared by the Chamber, and submitted on 28th July last, to His Excellency the Viceroy in Council, in the prayer of which the Chamber asked that the Licensed Measurers should be brought within the definition of public servants, with reference to certain sections of the Penal Code, in the same manner as has been done by section 27 of Act IV of 1879 in regard to the servants of Railway Companies; and that His Excellency in Council would consider the advisability of passing an Act re-enacting in India the provisions of the statues 5 and 6 William IV, cap: 62.

To this memorial an answer was returned on 25th

November, in which the representations of the Chamber were criticised in detail, and an expression of regret was conveyed that His Excellency was unable to accede to the request of the memorialists. After carefully considering the memorial and the reply, and ascertaining the position of the servants of the Port Commissioners under section 21 of Act 5 B. C. of 1870, we have to suggest that the matter should not for the present be pursued any further.

We have now to briefly review the working of the Scheme during the second year of its existence. During the past year, the profit was Rs. 18,855-3-2, and that during the previous year Rs. 2,351-9-10, making the total profit for the two years Rs. 21,206-13-0. Of this sum we have thought it in the interests of the Scheme, to invest Rs. 10,000 at par in the recently raised Municipal Loan. It formed no part of the original conception of the Jute Measurement Scheme that it should be a source of profit, and consequently we felt ourselves justified (without abandoning the rates originally fixed) in making a concession to those who avail themselves of the Scheme, by allowing them the rebate noted in a preceding paragraph.

During the year the receipts from all sources aggregated Rs. 89,814-15-9, and the expenditure, including the investment just mentioned, Rs. 80,631-13-3, leaving the balance in cash and in the bank at the end of the year Rs. 9,183-2-6. We append hereto the auditor's statement of the result of the working of the Scheme between 1st September 1883 and 31st August 1885, and also a statement of the financial working of the scheme for the year closed on the last date.

To produce so satisfactory a result, the measurements of packages of all kinds were as follows:—

1884-85 packages measured ...	... 20,61,277
1883-84 „ „ ...	... 11,73,200
Increase 1884-85 ...	... 8,88,077 packages.

This is the more encouraging that during the year, one large source of employment was closed to the measurers. As a result of the commencement of operations by the Inland Flotilla Company's vessels, the India General and Rivers Steamer Companies made new arrangements for working their cargoes, thus rendering the employment of measurers by them unnecessary. Should an arrangement be come to between the river transport agencies, the Committee are hopeful that the measurement of this class of cargo will be again entrusted to the licensed measurers. During the time the measurers were so employed their work not only commended itself to the two Companies, but resulted in a large benefit to them under the item of freight. With the discontinuance however of this particular work, it was found necessary to reduce the strength of the establishment.

To show the details of the working of the Jute Measurement Scheme and its general utility to the export trade of the Port, we have appended hereto tables marked A. B. and C. These give in detail the measurements in each month since the Scheme came into operation,

Of the principal staples of export handled by the officers of the Department, for readiness of comparison, we give here an abstract showing approximately the totals of these tables :—

Article Measured.	1st Sept. '83 to 31st Augt. '84.	1st Sept. '84 to 31st Augt. '85.	1st Sept. '85 to 31st Decr. '85.
Jute, Cuttings, Rejections & Thread Waste ...	9,89,497	17,92,191	10,35,395
Hemp ...	4,007	10,507	819
Cotton ...	60,112	57,181	17,887
Tobacco ...	17,552	13,718	5,633
Shellac ...	10,023	28,328	7,460
Hides ...	5,813	8,205	2,333
Gunnies ...	70,408	1,08,172	44,432
Indigo ...	824	7,986	4,756
Sundries ...	13,773	34,971	21,075
Total ...	11,72,009	20,61,259	11,39,810

It is thus seen that the work done in the current year, from 1st September to 31st December 1885, is very little short of that done in the first twelve months of the existence of the Department.

Amongst the Sundries are grouped such articles as silk, piece goods, fibres, tea, paper stock, cutch, coir yarns, castor oil, fishing rods, safflower, &c.

The Committee feel that they are justified by the above figures in congratulating the Chamber upon having set on foot an agency which experience has shewn was so greatly needed, and which has already proved of the very greatest use to shippers as well as to ship-owners.

In submitting this report we desire to draw the attention of the Committee of the Chamber to what appears to us to be an anomaly in the constitution of the management of the Scheme. The Committee have now to resign their charge and submit their report, but whilst the report brings the working down to the 31st December, the accounts are closed to 31st August, yet the Jute season is usually considered to begin on the first of this latter month. In order to secure that the report of any Committee shall cover the term during which they hold office, we would suggest that our successors be asked to retain office until 30th June 1886, and that a new Committee be then appointed to take office from 15th July. This will bring the fiscal year and the Committee's term of office to a termination at the same time.

We would also suggest that the accounts and returns of the Jute Measurement Scheme be closed and rendered up to 30th June of each year.

In conclusion we desire to recognize the good service rendered by the Superintendent in organising and working the Department, and the care and attention of the officers as a body.

We are glad to place on record that complaints, in spite of the quantities of packages measured, have been remarkably few, and when made, have proved, on investigation, of a not very serious character. We are sure that the Committee of the Chamber will accept this testimony to the conduct of the officers of the Scheme with the satisfaction it affords us to render it.

THOS. STEEL ANDERSON,
GEO. EVANS GORDON,
JOHN CROFT,
WILLIAM BLEECK,
FRANK WHITNEY,
C. E. SMYTH,
G. C. SCARAMANGA.

A

Months.	Jute, Cuttings, Rejections and Thread waste.	Hemp.	Cotton.	Tobacco.	Shellac.	Hides.	Gunnies.	Indigo.	Sundries.	Grand Total.
September 1883 ...	50,648	518	195	1,560	100	100	100	...	87	53,303
October „ ...	1,11,635	515	149	3,495	368	110	...	...	777	1,17,049
November „ ...	1,36,144	66	2,404	800	395	273	3,607	90	1,221	1,45,000
December „ ...	1,54,845	430	4,731	2,182	1,301	272	3,815	373	51	1,68,000
January 1884 ...	1,40,808	948	19,560	2,550	2,256	333	7,302	122	351	1,74,230
February „ ...	99,791	380	15,476	2,054	1,031	688	5,792	50	150	1,25,412
March ...	72,834	200	8,611	1,901	1,263	345	6,817	...	997	92,968
April „ ...	58,363	203	4,696	703	1,232	1,535	3,048	24	557	70,361
May „ ...	32,662	40	1,542	524	950	490	13,611	26	3,002	52,847
June „ ...	32,679	496	1,369	658	375	512	6,051	107	1,085	43,332
July „ ...	42,515		689	450	220	520	7,603	16	2,161	54,174
August „ ...	56,573	211	690	675	532	635	12,662	16	3,334	75,328
	9,89,497	4,007	60,112	17,552	10,023	5,813	70,408	824	13,773	11,72,009

A. C. JOHN,
Superintendent.

S. E. J. CLARKE,
Secretary.

B

Months.	Jute, Cuttings, Rejections and Thread-waste.	Hemp.	Cotton.	Tobacco.	Shellac.	Hides.	Gunnies.	Indigo.	Sundries.	Grand Total.
September 1884 ...	1,93,900	387	146	256	2,277	595	10,708	.....	2,179	2,10,448
October „ ...	2,91,212	200	97	2,300	2,511	376	14,840	25	1,423	3,12,984
November „ ...	3,14,459	294	556	1,560	2,333	435	10,266	447	1,567	3,31,917
December „ ...	2,81,461	354	4,833	1,176	2,442	667	9,737	1,663	6,996	3,09,329
January 1885 ...	2,01,580	861	11,251	2,022	4,106	647	7,185	3,135	2,975	2,33,762
February „ ...	1,65,380	565	11,398	1,601	2,850	755	3,209	2,510	2,046	1,90,314
March „ ...	1,27,381	2,393	9 463	1,592	3,014	1,401	3,554	99	1,563	1,50,460
April „ ...	71,652	2,457	8,952	95	2,466	847	7,668	52	421	94,610
May „ ...	38,434	1,546	3.903	507	2,832	1,043	6,052	.....	2,018	56,335
June „ ...	38,450	784	3.684	631	1,863	666	4,876	55	1,428	52,437
July „ ...	28,807	666	1,966	173	803	488	9,805	.....	3,945	46,653
August „ ...	39,475	.....	932	1,805	831	285	20,272	.....	8,410	72,010
	17,92,191	10,507	57,481	13,718	28,328	8,205	1,08,172	7,986	34,971	20,61,259

A. C. JOHN,
Superintendent.

S. E. CLARKE,
Secretary.

C

Months,	Jute, Cuttings, Rejections and Thread waste.	Hemp.	Cotton.	Tobacco.	Shellac.	Hides.	Gunnies.	Indigo.	Sundries.	GrandTotal.
September 1885 ...	1,03,103	488	840	790	352	517	11,860	40	5,639	1,23,629
October „ ...	2,27,722	...	516	83	1,125	475	12,138	...	5,874	2,47,933
November „ ...	3,46,830	...	5,144	599	2,221	709	11,509	566	7,332	3,74,910
December „ ...	3,57,740	331	11,387	4,161	3,782	632	8,925	4,150	2,230	3,93,338
	10,35,395	819	17,887	5,633	7,480	2,333	44,432	4,756	21,075	11,39,810

A. C. JOHN,
Superintendent.

S. E. J. CLARKE,
Secretary.

Licensed Measurers Fund.

Abstract of Receipts and Disbursements from 1st September 1884 to 31st August 1885.

RECEIPTS.							PAYMENTS						
31st August 1884.	Balance in Bank on this date ...	2,909	5	10				Establishment ...	66,528	13	0			
	Balance in Cash ...	823	2	6				Charges General	2,443	7	3			
		3,732	8	4				Rent ...	1,255	0	0			
	Less in Suspense ...	3,000	0	0				Office Furniture	404	8	0			
					732	8	4	Municipal Debentures purchased	10,000	0	0			
	Work done.											80,631	12	3
	Jute Measurement ...	60,026	1	6				Cash in Bank ...	8,345	5	9			
	Measurement ...	8,999	10	8				Cash in Hand ...	837	13	9			
	Inland Measurement	19,937	10	3								9,183	3	6
					88,963	6	5					89,814	15	9
	Fine Account ...				119	1	0							
					89,814	15	9	Result of working since the commencement of the Scheme, 1st September 1883.						
	This sum is represented as follows :—							Profit from 1st September 1883 to 31st August 1884				2,351	9	10
	Office Furniture				2,023	9	6	Profit from 1st September 1884 to 31st August 1885				18,855	3	2
	Municipal Debentures				10,000	0	0					21,206	13	0
	Cash in Bank				8,345	5	9							
	Cash in hand				837	13	9							
					21,206	13	0							

Calcutta, 8th September 1885.

GEO. EVANS GORDON.

A. C. JOHN, ESQ.,
Superintendent, Jute Measurement Scheme.

DEAR SIR,

BY your desire I have had the pleasure to audit your accounts for the year ending 31st August 1885, and herewith send abstract and statement of results.

I have to record my satisfaction at the very correct and systematic way in which your Books are kept, giving me every facility in the audit.

I am &c.,

(Sd.) JAMES W. BROWN.

BENGAL CHAMBER OF COMMERCE.

Calcutta, 27th January 1886.

TO MESSIEURS—

THOS. STEEL ANDERSON,
GEO. EVANS GORDON,
JOHN CROFT,
WILLIAM BLEECK,
FRANK WHITNEY,
C. E. SMYTH,
G. C. SCARAMANGA,

The Managing Committee of the Jute Measurement Scheme.

I AM instructed by the President and Committee of the Bengal Chamber of Commerce, to acknowledge the receipt of your letter of 31st December last, and the accounts and statistics attached thereto.

In accepting the resignation of your office as Managing Committee of the Jute Measurement Scheme, the President and Committee desire me to convey to you their high appreciation of your successful management of the Scheme, as shown by the great increase of work that has been performed, the almost total absence of complaints, and your ability to make so substantial a concesssion to merchants as a rebate of twenty per cent. on measurement charges. The record of work performed is highly satisfactory, and chiefly so, as it is an evidence that the Measurement Scheme meets a want which had been long felt by the Port. The President and Committee are at one with you in making the concession to merchants take the form of a rebate, instead of a definite reduction of the charges for measurement. They agree with you that it is not desirable that the scheme should be regarded as a source of profit, but they think, care must be taken to secure that it shall, at all times, be self-supporting. The President and Committee are glad to know that, of the funds in your hands to credit

of the Scheme, you have been able to invest the sum of Rs. 10,000 (ten thousand) in the recent Municipal loan. The formation of a reserve of this description cannot but be a source of future strength to the Scheme.

The President and Committee share with you the hope that the operations of the Scheme may be gradually extended, and its usefulness to the trade of the Port in general enlarged.

They accept your suggestion as to the period from which the Committee of Measurement Scheme should, in future, assume office, and will endeavour to arrange that the suggestion shall come into effect from 15th July next. They desire you, in conclusion, to convey to the Superintendent and his Officers the expression of their satisfaction at the almost entire absence of complaints, and their hope that the Department will continue to maintain the high place it has won for itself in the confidence of both the merchants and representatives of the shipping interests of the port. It is only by a strict attention to duty, and unfailing painstaking in their measurements on the part of the measurers, that the Measurement Scheme can fulfil the objects for which it was started. The President and Committee of the Chamber of Commerce are glad to find from your report that the officers of the Department appear to recognise that these should be the distinguishing characteristics of their work.

HOWRAH BRIDGE TOLLS.

THE Port Commissioners having recommended that all tolls on local traffic passing over the Howrah Bridge should be abolished, the local Government requested the opinion of the Chamber upon the suggestion. This subject has been on several occasions before the Chamber, which has consistently opposed the principle

of maintaining the Bridge by charges upon traffic which does not use it. In 1877, the Chamber succeeded in obtaining the release of Coal coming to Calcutta from the burden of a terminal charge for the support of the Howrah Bridge, and the Committee have now, in reply to the question of the Government, urged that the charge for the up-keep of the Bridge should, in the first instance, fall only upon the traffic resorting to it.

From Chamber to Government of Bengal.

Calcutta, 9th April 1886.

Communications.

My Committee instruct me to acknowledge your office No. 344 C., of 15th February last, enclosing correspondence with the Port Commissioners, relative to a proposal that the tolls on local traffic over the Howrah Bridge should be entirely abolished. The proposal will involve an alteration in the provisions of Act IX (B. C.) of 1871. The suggestion of the Commissioners appears to my Committee objectionable in every way, and opposed alike to fairness, the interests of the trade of the Port, and to public opinion. Expressed in simple terms it makes the up-keep of the Bridge fall upon traffic which does not use the Bridge; and in this view, it would seem to be an endeavour to attract traffic to the Bridge, but the charges for transport by the Bridge as opposed to the use of boats will always render such an effort futile. So far back as 3rd April 1871, the Committee of the Chamber of Commerce expressed a strong opinion on this subject which I am directed to quote:—

Extract from letter from Chamber to Port Commissioners. Dated Calcutta, 3rd April 1871.

"The Committee desire me to state in reply that they have well weighed the question submitted for their

consideration, and to declare that in their judgment the proposed scheme is alike unsound in principle and inequitable in its practical application, and will certainly give rise to well grounded complaints, which will increase in proportion to the increase of the trade and traffic brought by rail to the terminal station of Howrah and conveyed thence to its destination by other means than offered by the Bridge. The additional charge to a passenger's railway ticket deliverable at Howrah would no doubt be very trifling, but even that would be an unjustifiable levy on the simple ground of exaction of an undue toll, but the excess charge would fall very heavily on Goods, such as Cotton, which is carried by water to the shipping, and Coal, which is similarly conveyed to steamers, to the premises of the Gas Company, and other places of consumption. In these and such like cases, where the transport of goods can be effected without the facilities of a Bridge, which are not required and cannot be availed of, the proposed arrangement would impose a most improper tax and be altogether contrary to the practice which ordinarily governs the levy of Bridge tolls.

The Committee, therefore, desire me to express their disapproval of the measure and their hope that His Honor the Lieutenant-Governor will decline to sanction it."

From the position here taken up, the Chamber has never receded. It was a position so strong that, as noted in Colonel Trevor's 324 C., of the 13th February, the then Lieutenant-Governor, Sir George Campbell, " in deference to the opposition raised at the time against these terminals . . . . . gave an undertaking in Council to abandon them in favor of a system of tolls wholly upon the Bridge if the latter should be found to yield a sufficient income, and if the mercantile community should continue to be of the same mind regarding the Railway terminal charges."

The anticipation of Sir George Campbell that "the mercantile community might hereafter see things in a different light and find the system of Railway terminal charges to be an easier and more convenient mode of charge than the taking of tolls upon the Bridge" has not in any way been justified, and my Committee are aware of no circumstances which would give a colour to the opinion inferentially ascribed to the Port Commissioners by Colonel Trevor, that "so far as the Commissioners are concerned, it may be inferred from the proposal now made, that this change of opinion has actually taken place."

In 1876, in their letter of 10th of August, the Committee of the Chamber following out the views expressed in April 1871, made a representation to the local Government against the continued levy of a terminal charge on Coal for the purposes of the Bridge. This representation resulted in an enquiry, and the charge on Coal was abandoned from 1st November 1877. It seems to my Committee that any argument in favor of the relief then extended to Coal, must have at least equal weight in favor of the exemption of goods arriving by Railway, but which do not use the Bridge. The present revenue of the Howrah Bridge is derived from a charge of Re. 1 per one hundred maunds on goods, except Coal, and three pies on each passenger brought to, or taken from, the Howrah station, and from certain tolls charged according to an approved schedule on the local traffic of the Bridge. The income from tolls on local traffic is, my Committee observe, Rs. 1,30,000, which is exactly the sum required for maintenance. There is the interest on the Reserve Fund Rs. 22,000 per annum. If the present charges be retained, the whole debt on the Bridge will be paid off, and a Reserve Fund of five and a half lakhs be left with the Commissioners in less than two years. Having regard to these

facts, my Committee would very strongly remonstrate against the tolls on local traffic being abolished whilst the terminal charge of Re. 1 per 100 maunds on goods, except Coal, remains in force. The revenue thus derived from the East Indian Railway by the Bridge Commissioners includes a very large sum paid by goods which do not touch the Bridge at all, and which are removed from Howrah to the shipping by boats. Now that the debt on the Bridge is provided for, it seems only reasonable that the first relief should be given to goods which make no use of the Bridge or of the facilities it may afford. In making the proposal to abolish tolls on local traffic, the Port Commissioners are not in any way in accord with the opinion of the mercantile community. That opinion, as pointed out above, has remained unchanged from the time of the construction of the Bridge, and is briefly, that terminal charges on all goods are objectionable when levied for the benefit of such a work as the Howrah Bridge. Only those goods which make use of the Bridge should pay for its up-keep.

From Government of Bengal to Chamber.

No. 344C.—*Dated Calcutta, the* 15*th February* 1886

I AM directed by His Honor the Lieutenant-Governor to forward, for the information of the Chamber of Commerce, the enclosed copy of correspondence * relative to a proposal made by the Port Commissioners to abolish all tolls on local traffic passing over the Howrah Bridge, and to request that the Lieutenant-Governor may be favoured with an expression of the Chamber's views on the subject.

* Letter No. 2560, dated 25th January 1886, and enclosures from the Vice-Chairman of the Port Commissioners, Calcutta, to the Secretary to the Government of Bengal, Public Works Department.

Letter No. 324C, dated the 13th February 1886, from the Secretary to the Government of Bengal, Public Works Department, to the Vice-Chairman of the Port Commissioners.

From Government of Bengal to Port Commissioners.

No. 324C.—*Dated Calcutta, the* 13*th February* 1886.

I AM directed to acknowledge the receipt of your letter No. 2560, dated the 25th ultimo, submitting, for the orders of Government, the report of a Special Committee of the Commissioners appointed to consider whether any reduction could be made in the Howrah Bridge tolls, from the beginning of the next financial year. The Committee, for reasons explained in their report, have recommended that the tolls on local traffic should be entirely abolished, and the Commissioners in meeting have adopted their proposal. There is no provision in the Howrah Bridge Act, 1871, under which the Lieutenant-Governor could sanction the proposal in the form submitted; and to carry it out, the Commissioners' remark that it would be necessary to pass an amending Act giving the Lieutenant-Governor the power to abolish all tolls on local traffic passing over the bridge. The Committee's report has received the careful consideration of the Government, and I am now directed to communicate, for the information of the Commissioners, the following observations on the subject.

2. The financial position of the bridge on the 31st March next, will, as reported by the Committee, be as follows:—"The balance of the debt due to Government as shown in the last annual report is Rs. 10,80,000, and the Commissioners will pay, as soon as the loan for 30 lakhs has been raised, Rs. 1,46,666, so that at the end of the year the loan will be reduced to Rs. 9,33,334. The cash balance should then be Rs. 4,28,524, and if this sum were paid to Government, the balance due on the 31st March would be Rs. 5,04,810. Against this, however, the Commissioners hold in Government securities at par Rs. 5,49,900, or at the present selling

rate Rs. 5,37,685; so that practically at the close of this financial year, the whole cost of the bridge will have been recovered." A reserve fund has, however, still to be accumulated, and provision has to be made for a permanent income for the proper maintenance of the bridge. The Commissioners are of opinion that the sum now accumulated and invested in Government securities, viz., Rs. 5,49,000, is, with the material on stock for one complete section of the bridge, a sufficient amount to retain as a reserve, and that the whole of the revenue to be hereafter raised may be appropriated for the maintenance of the bridge, and to extinguish the balance of the debt due to Government, which will, on the 1st April next, amount to Rs. 5,04,810. As regards the maintenance of the bridge, a statement is submitted, showing that the average annual charges on this account amount to a sum of Rs. 1,30,000. The revenue of the bridge is at present derived from the charge of Re. 1 per 100 maunds on goods (exclusive of coal), and three pies on each passenger brought to, or taken from, the station of the East Indian Railway at Howrah, and from certain tolls on local traffic charged in accordance with a schedule, which has received the approval of the Lieutenant-Governor under the terms of the Bridge Act. The average receipts from the railway traffic are estimated at Rs. 3,30,000 per annum, and from local traffic at Rs. 1,30,000, making together an income of Rs. 4,60,000. To this must be added the interest on the Reserve Fund, which amounts to Rs. 22,000 per annum; so that the gross revenue may be estimated at about Rs. 4,80,000 per annum, and deducting from this the amount (Rs. 1,30,000) required for maintenance, an income of Rs. 3,50,000 per annum is available to meet the interest on, and to repay the balance (Rs. 5,04,810) of, the debt which will remain due to Government on the 1st of April

1886. If, therefore, no reduction is made in the charges now levied, the amount to be received will suffice to pay off the whole debt and leave the Commissioners with a reserve fund of 5½ lakhs in less than two years.

3. The Lieutenant-Governor recognises the financial position of the bridge fund to be perfectly sound. But, at the same time, His Honor is not satisfied that it has been clearly established that it is expedient to abolish the local tolls, and, moreover, there are necessary preliminaries to be gone through before a Bill to amend the Bridge Act can be introduced into the Legislative Council, which render it impossible to have the change carried out by the 1st of April next as proposed by the Commissioners. It will be within the recollection of the Commissioners that in 1871, when the Act authorising the construction of the bridge was being passed through Council, they, in common with the Chamber of Commerce and the public, strongly opposed the imposition of terminal charges on the Railway traffic at Howrah as a means of obtaining a certain and sufficient income to meet the maintenance, and interest and sinking fund charges on the bridge, and they considered that the only legitimate source of income was to levy tolls on the traffic actually using the bridge. The Commissioners will also remember that, in deference to the opposition raised at the time against these terminals, Sir George Campbell gave an undertaking in Council to abandon them in favour of a system of tolls wholly upon the bridge if the latter should be found to yield a sufficient income, and if the mercantile community should continue to be of the same mind regarding the railway terminal charges. It was for this reason that no power was reserved under the Bridge Act to abolish local tolls, although such power was reserved in the case of the railway terminal charges, the local tolls to be levied under section 3 being held

to be the primary source of supply, and the terminal charges to be levied under section 4, the secondary source which might some day be abandoned. Sir George Campbell, however, said at the time that he would not absolutely pledge the Government to this course of action, because he thought it was quite possible that the mercantile community might hereafter see things in a different light, and find the system of railway terminal charges to be an easier and more convenient mode of charge than the taking of tolls upon the bridge; and, so far as the Commissioners are concerned, it may be inferred from the proposal now made that this change of opinion has actually taken place.

4. Having regard to these circumstances, the Commissioners will no doubt recognise that, if the matter should come to be discussed in Council, it is possible that the same opposition may be raised on the part of the Chamber of Commerce and the public as was done when the Bridge Act was being passed; and therefore, before legislation could be initiated on the lines now proposed, it is necessary to give full publicity to the proposal, and to consult the Chamber of Commerce and other public bodies interested. It will also be necessary to consult the Government of India and the Board of Directors of the East Indian Railway. When the East Indian Railway Company originally agreed to impose the terminal charges, they did so on the understanding that the Howrah cart and passenger traffic should be taxed on a similar scale, and it is not improbable that the Board of Directors of the Railway may now wish to attach some conditions to the proposal to abolish the tolls levied on this traffic.

6. The Lieutenant-Governor will therefore now refer the matter for the opinion of the Government of India, and will also take measures to ascertain the views of the Chamber of Commerce and others interested.

This will necessarily take some time, but if the result of the enquiries which will now be made proves that the proposal to abolish the local tolls in the current year is likely to meet with the acceptance of those interested in the matter, Sir Rivers Thompson will be prepared to undertake the necessary legislation by a Special Meeting of the Council in the middle of the year.

From W. DUFF BRUCE, ESQ., C.E., *Vice-Chairman to the Port Commissioners, to the Secretary to the Government of Bengal, Public Works Department.—No.* 2560,—*Dated Calcutta, the* 25*th January* 1886.

Hooghly Bridge Tolls.

At a meeting held on the 13th instant, the Commissioners had under consideration the Report of a Special Committee appointed to consider, whether any reduction could be made in the bridge tolls from the commencement of the next financial year. This Committee, for reasons which are fully explained in their report, have recommended that the tolls on local traffic should be entirely abolished, and the Commissioners in meeting adopted their proposal. It cannot, however, be given effect to under the provisions of Act IX of 1871, and if the abatement of the charges now levied for the use of the bridge is to be given effect to in the manner proposed in the report, it will be necessary to amend the Act. The Commissioners, therefore, desire to submit the question for the orders of Government, and to request that early orders may be passed on the subject.

PROPOSED ABOLITION OF LOCAL TOLLS ON HOOGHLY BRIDGE.

Report of the Committee appointed at the 467th Meeting, held on the 31st December 1885, to consider whether any reduction of the rates of tolls charged on the Hooghly Bridge can now be made, and the arrangements to be entered into for the collection of tolls during the ensuing financial year.

Present:

The Hon'ble H. J. Reynolds, C.S.I., *Chairman.*
W. Duff Bruce, Esq., C.E., *Vice-Chairman.*
W. H. Grimley, Esq., C.S.
J. S. Armstrong, Esq.
W. Craik, Esq.

The Vice-Chairman submitted the following statement, showing the estimated financial position of the Bridge on the 31st March 1886, when the present lessees' contract will expire :—

Statement shewing Probable Cash Balance on 31st March 1886.

	Rs.	Rs.
The actual cash balance of the Hooghly Bridge on the 1st January 1886 was		6,29,133
The probable receipts for January, February, and March 1886 may be estimated as follows :—		
Railway traffic based on the actuals for the corresponding months of last year (1884-85)—		
In January 1886 for December 1885	22,641	
In February 1886 for January 1886	20,985	
In March 1886 for February 1886	19,722	
		63,348
Local traffic for January, February, and March 1886, calculated at the rate now paid by the toll contractors, viz., at Rs. 11,751 per mensem		35,253
Rent of Hooghly Bridge Approach land ...		600
Earnings of bridge steamer *Helvetia* ...		100
Proportion of rent of Head Office ...		131
Earnings of *Hetty*		2,000
Interest on Government securities ...		623
		1,02,055
		7,31,188

Expenditure.

Interest and Sinking Fund on Hooghly Bridge loan—			
Interest for 2nd half of 1884-85 on Rs. 10,80,000, balance of loan due to Government ...	24,280		
Sinking Fund for 1884-85 ...	73,333		
		97,613	
Interest for 1885-86 ... 48,600			
Sinking Fund for 1885-86 73,333		1,21,933	
			2,19,546
Proportion of salaries control ...			3,269
Ditto Interest and Sinking Fund on Port Trust loans			6,427
Ditto municipal taxes and repairs of officers' quarters			348
Ditto ditto Dockyard ...			6,619
Ditto establishment, working expenses and repairs of *Hetty* ...			4,160
Salaries of establishment			9,122
Working expenses			10,568
Repairs			34,927
Ferry steamer *Buckland*			7,248
Municipal taxes on quarters for Hooghly Bridge Police			430
			3,02,664
Probable balance on 31st March 1886			4,28,524

2. The probable expenditure during the next three months shewn in the statement has been arrived at by deducting the actual expenditure to the end of December from the amount provided in the Budget for the whole year; but, as it is probable that the whole of the grants will not be fully worked up to, the actual cash balance may be greater than here shewn. Again, the Railway receipts for January, February and March are based on the actuals of the corresponding months for 1884-85; but as the average of the past nine months of the current financial year has been Rs. 30,288 per month, it is probable that the actual receipts for the next three months will exceed the amount shown in the estimate. It may therefore, the Committee are of opinion, be safely assumed that the cash balance on the 31st March, as shewn in the foregoing statement, is rather under than over-estimated.

3. With this cash balance the position of the Bridge at the end of the year will be as follows :—

The balance of the debt due to Government, as shown in the last Annual Report, is Rs. 10,80,000, and the Commissioners will pay, as soon as the loan for 30 lakhs has been raised, Rs. 1,46,666, so that at the end of the year the loan will be reduced to Rs. 9,33,334. The cash balance should then be as shewn above, Rs. 4,28,524, and if this sum were paid to Government, the balance due on the 31st March would be Rs. 5,04,810. Against this, however, the Commissioners hold in Government securities at par Rs. 5,49,900, or at the present selling rate, Rs. 5,37,685, so that practically at the close of this financial year the whole cost of the Bridge will have been recovered, and the Commissioners are now in a position to recommend to Government a reduction in the present scale of charges.

4. A Reserve Fund has, however, still to be accumulated, and provision has to be made for a permanent income of about Rs. 1,30,000 necessary for the proper maintenance of the Bridge. The following statement shows the probable cost of maintenance based on the actuals of the last three years :—

Statement showing estimated Expenditure on Maintenance and Repairs of the Hooghly Bridge, based on the actuals for 1882-83, 1883-84, *and* 1884-85.

Particulars.	Amount.	Remarks.
	Rs.	
Interest and Sinking Fund on Port Trust loans	11,282*	* Details of loans debited against the Hooghly Bridge.
Proportion of salaries of Control Establishment	11,293	
Ditto of municipal taxes and repairs of officers' quarters ...	501	
Proportion of municipal taxes and charges on dockyard in Howrah...	8,576	
Salaries	31,821	
Working expenses	12,931	
Repairs	37,941	
Establishment, working expenses, and repairs of ferry steamer *Buckland*	15,170	
Municipal taxes and repairs of Hooghly Bridge Police quarters ...	280	
Municipal taxes on Toll Office and Bridge Approach land ...	205	
Total ...	1,30,000	

Particulars.	Amount.	Interest and Sinking Fund.
	Rs.	Rs.
Head Office and officers' quarters ...	45,047	2,751
Dock at Howrah ...	1,31,250	8,531
Total ...	1,76,297	11,282

5. As regards the Reserve Fund, it seems to the Committee that the sum now accumulated and invested in Government Paper, viz., Rs. 5,49,900, is, with the material on stock for one complete section of the Bridge, a sufficient amount to retain for a reserve, and that the whole of the revenue to be hereafter raised may be appropriated for the maintenance of the Bridge and to extinguish the balance of the debt due to Government, and which, as shewn in paragraph 3, can be reduced by the 1st of April to Rs. 5,04,810. Or, the whole debt to Government might be extinguished by the sale of the Government Paper now in hand and a reserve fund accumulated from the income to be raised during the next few years. The Committee, however, are of opinion that it will be advisable for the Commissioners to retain the amount now invested as a reserve fund, and to pay off the balance of the debt due to Government from the revenue of the next few years.

6. The revenue at present is derived from the charge of Re. 1 per 100 maunds on goods (exclusive of coal) and one pice on each passenger brought to, or taken from, the station of the East Indian Railway at Howrah, and from tolls on local traffic. The average receipts from railway traffic may be taken at Rs. 3,30,000 per annum and from local traffic at Rs. 1,30,000, making together Rs. 4,60,000. There is also the interest on Reserve Fund, amounting to Rs. 22,000, so that the gross revenue may be estimated at about Rs. 4,82,000 per annum. Deducting from this the amount shown in paragraph 4, as required for the maintenance of the Bridge, viz., Rs. 1,30,000, leaves the sum of Rs. 3,50,000 per annum available to meet the interest on, and to repay the balance of Rs. 5,00,000, which will remain due to Government on the 1st of April 1886.

7. If, therefore, no reduction is made in the charges now levied on railway and local traffic, the amount to be received will be sufficient to clear the whole debt, and leave the Commissioners with a reserve fund of 5½ lakhs in less than two years.

8. But the Committee are of opinion, looking to the fact, that the whole cost of the Bridge has now been made up, and that, practically, all revenue beyond that required for the maintenance of the Bridge is only now wanted for the accumulation of a Reserve Fund, that the time has arrived when Government may, without any risk, reduce the charges or exempt a considerable portion of the traffic from tolls.

9. The question then arises, how should this reduction be effected? Strictly speaking, whatever reduction is made should be divided proportionately between the local and railway traffic. But there would be some difficulty in carrying out a proportionate reduction on the local traffic. On foot-passengers, for instance, it is impossible to make any reduction without abolishing the toll altogether, as they now pay only one pice—the smallest coin commonly current in the country. The charges on carriages and horses could be reduced; but it would be difficult to estimate what effect such reductions would have on the revenue of the year, and the collection of the tolls would have again to be undertaken by the Commissioners, and could not be let out by contract.

10. But apart from the difficulty of making an equitable abatement in the present scale of charges, there remains the consideration that no reduction would remove the irritation and annoyance which the present arrangements for the collection of tolls on local traffic causes to the public and the Railway Company. Constant complaints are made by the Railway Company and their constituents of the local contractors levying tolls on traffic which ought to be free, and there is no doubt that the notification exempting only carriages and persons using the Bridge for the purpose of going to, or returning from, the Railway station, makes it often a very difficult matter to decide whether or not the toll should be levied. The Commissioners have at the present moment a complaint

from the Railway Company against the contractors for levying fees which the Railway Company maintain should not have been charged, and to settle the dispute, it has been necessary to refer the case to the Advocate-General. The toll on local traffic is a source of considerable inconvenience to the Railway Company, and its total abolition would, the Committee feel sure, be as great a boon to the Railway Company and its constituents as it would be to the public generally.

11. As regards the Railway traffic, it must be borne in mind that the opening of the new bridge at Hooghly will affect the revenue from this source very materially, as no goods brought to Calcutta by the new-route will contribute towards the Bridge Fund. It is impossible at present to estimate to what extent the opening of the Hooghly Bridge will reduce the receipts from Railway traffic, but it is quite certain that it will reduce them, and it would not therefore be advisable to make any reduction on the amount now received from this source. When the Hooghly Bridge is completed, it will be open to the public to take either the route on the Calcutta or Howrah bank of the river, and if they prefer the latter, they will have no ground of complaint against the charge necessary to maintain communication with Howrah.

12. The construction of the Docks will also tend still further to reduce the amount to be received from Railway traffic, but before the Docks can be completed, the balance of the debt due to Government will have been repaid, and it is not probable that the traffic to Howrah will ever fall so low as not to be sufficient to meet the amount which will be necessary for the maintenance of the Bridge. Should it do so, however, the public of Howrah could not complain, if tolls on local traffic had to be levied to maintain a bridge which would then be kept up principally for their benefit.

13. Taking all these facts into consideration, the Committee have unanimously resolved to recommend that the toll on local traffic should be entirely abolished and the Bridge made free from the 1st April 1886. The charges on Railway traffic will have to be maintained at the present rates until the balance of the debt due to Government has been repaid, and its reduction thereafter will depend on the effect which the opening of the Hooghly Bridge, and the construction of docks on the Calcutta bank of the river, has on the traffic which runs to Howrah. The effect of this proposal will be to reduce the bridge revenue from Rs. 4,80,000 per annum to Rs. 3,60,000, but this amount, if maintained for the next three years, will be sufficient to clear off the balance of the debt in that time. Should the Commissioners accept the Committee's recommendation to abolish the tolls on local traffic, they would suggest that a proposal to this effect be at once submitted for the consideration of Government, so that, if agreed to, the necessary arrangements for the abolition of the tolls may come into force on the 1st April next, the day after the present lessees' contract expires.

14. Under the provisions of Act IX of 1871 there may be some difficulty in giving effect to this proposal, as apparently, although the Lieutenant-Governor has the power to exempt any goods or passengers carried by the Railway from the payment of fees, he has only the power to vary the scale of tolls on local traffic, but no power to exempt such traffic altogether. To give effect to the recommendation of the Committee, if accepted by the Commissioners and approved by Government, it may therefore be necessary to pass a short Act amending Act IX of 1871, and if the exemption is to come into force from the 1st April next, it is desirable to submit the question as soon as possible for the decision of Government.

H. J. REYNOLDS.
W. DUFF BRUCE.
J. S. ARMSTRONG.
W. CRAIK.

BENGAL TENANCY ACT.

THE action taken by the Committee in relation to the effect of sections 12 and 13 of the Bengal Tenancy Act VIII of 1885, upon mortgages of landed property, is sufficiently explained in the subjoined correspondence.

From Chamber to Government of India.

Calcutta, 17th February 1886.

The attention of the Committee of the Chamber of Commerce having been strongly drawn to the effect of the provisions of Section 12 of Act VII of 1885 (The Bengal Tenancy Act), they consider it necessary to direct the attention of Government to what appears to them to have been an oversight of the Legislature in including mortgages in that Section, and thus subjecting mortgagors to the annoyance and expense which is entailed on them by reason of the Section in question requiring them to attach to their mortgages particulars of the various permanent tenures included in them, and to pay in respect of each such tenure a process-fee and a fee called the Landlord's fee.

The class upon which, as it appears to the Committee, these provisions would fall in a particularly vexatious and onerous manner, is the extensive class of Indigo planters, with whose interests the Chamber is intimately concerned.

In the experience of the Committee the permanent tenures held by the proprietors of Indigo concerns are very generally tenures of very small pieces of land, of which each Factory has a greater or less number. In these small pieces of land it is common to find a number of individual shareholders; while, as is well known, the larger Indigo concerns are also held by a number of shareholders (sometimes shares in an Indigo concern

are as small as a 24th part); and when it is borne in mind that Shareholders in such concerns almost invariably deal with their individual shares independently of the other Shareholders, it is, the Committee would submit, obvious that the inconvenience and hardship which the observance of the provisions of Section 12 of the Tenancy Act, in connection with mortgages of such shares, involve are most serious.

An additional reason which increases the hardship in the case of mortgages of shares of Indigo concerns, is that in the large majority of cases the necessary outlay for working such shares is raised on mortgages, many of which are renewed annually.

This may be most forcibly illustrated by an actual instance which lately occurred, and which has been brought to the notice of the Committee. In the instance in question an Indigo concern holding no less than 516 separate tenures, individually of small extent and value, was mortgaged. The tax imposed on the proprietors, taking the Landlord's fee at the minimum, one rupee, and the process, fee at 12 annas, would amount to Rs. 963, to say nothing of the enormous additional expense caused to the mortgagor by complying with the requirements of the form of memo of Landlord's fees prescribed by the Local Government (see *Calcutta Gazette* of 4th November 1885, Part I, p. 974) which, as will be seen, contains no less than thirteen spaces for different particulars required to be filled in, regarding each individual tenure. The additional expense thrown upon mortgagors of Indigo concerns or shares in furnishing these particulars, may fairly be estimated, as the Committee are assured by an authority, on which they can most confidently rely, at an average amount of not less than Rs. 100 for each transaction.

It may be observed, that in the instance above referred to, the whole concern formed the subject of the

mortgage, but if, as is most commonly the case, the several individual shares had been dealt with separately, the charge would have been multiplied by the number of shares, as the Landlord's fees, the process-fees, and the particulars required are the same, whether the whole concern or only a share is dealt with.

These considerations appear to the Committee to show conclusively that the provisions of Section 12 of the Tenancy Act VII of 1885 should be so far modified as to exclude mortgages. The Committee venture to think that had the effect of the Section, in the direction they have referred to, been apprehended by the Legislature, while the measure was under consideration, the provision complained of would have been left out, and the hardship which they believe they have shewn now exists would have been avoided.

From Government of India to Chamber.

No. 410—*Dated Fort William, the 24th February* 1886.

I am directed to acknowledge the receipt of your letter of the 17th instant, requesting that Section 12 of the Bengal Tenancy Act VIII of 1885 may be modified, so as to exclude mortgages, and in reply, to state that a Bill introduced by the Hon'ble Mr. Evans for the amendment of Sections 12 and 13 of the Act, in the direction indicated in your letter, was passed at the meeting of the Legislative Council of the Governor-General, held on the 19th instant.

2. A copy of the Bill as passed is enclosed.

INDIAN TRAMWAYS BILL.

From Government of Bengal to Chamber.

No. 2141.—*Calcutta, the 6th November* 1885.

I AM directed to forward herewith, a copy of a Bill to facilitate the construction and to regulate the working

of Tramways, with the statement of Objects and Reasons, and to request that the Lieutenant-Governor may be favoured with an expression of the opinion of the Chamber on the provisions of the Bill. It is requested that the reply to this letter may, if possible, reach the Lieutenant-Governor on or before the 30th instant.

From Chamber to Government of India.

Calcutta, 4th March 1886.

My Committee desire to offer the following remarks upon the Bill before the Legislative Council of His Excellency the Viceroy and Governor-General, to facilitate the construction and to regulate the working of Tramways in India. My Committee understand that the Bill is permissive in character, and that it will not in any way abrogate the special Acts under which tramways have been constructed at various places in India. It is intended to provide a general law of which local Governments can avail themselves in according their sanction to the construction of a tramway in any part of the territories under their jurisdiction. At the same time my Committee understand Section 46 to mean that the consent of the "promoter" is necessary before the provisions of this Bill can be made applicable to any existing tramway.

Section 17 of the Bill gives very wide powers to local authorities, while my Committee consider some provision is necessary to meet cases in which a Tramway Company, from some cause or other, say a want of funds may omit to provide rolling-stock sufficient to meet the requirements of the traffic, or may in other ways fail to keep up an efficient service, still care should be taken that due consideration shall be given to any representation such Tramway Company may make at the enquiry to be held previous to the grant of a license under Section 17.

Section 22 provides for the taking over by the local authority under certain circumstances specified of the

whole or part of a tramway. My Committee deem it only necessary to suggest that where the value of the line is not specified in the order, and in cases where a dispute may arise as to its value, provision should be made to refer the matter to arbitration. At the same time, protection should be afforded to a Tramway Company in the case where a local authority might desire to take over a portion of a line to the detriment of the system of which it may form a part.

With reference to Section 24, my Committee think that the Tramway Company should have the right secured to them of being heard against any rules framed under the Act before such rules are finally sanctioned.

In Clause 46, the word "promoter" should include "Lessse" and "Licensee." This is probably meant, but it should be made clear, in order to avoid the possible conflict of rights which might arise if the term were too strictly construed.

CONFERENCE TO FACILITATE THE CONDUCT OF THE EXPORT TRADE OF CALCUTTA.

YOUR Committee cannot but view with extreme dissatisfaction the failure of the effort made by the Chamber to bring about periodical meetings between the Port Commissioners, the representatives of the East Indian Railway, and of the exporting merchants of the city, with the object of facilitating the conduct of the export trade of Calcutta. What has been done in this direction, and the causes of the failure of the attempt made by the Chamber, will be apparent from the papers which follow. In order to complete the papers, your Committee have included in those given,

the memorial addressed by the merchants engaged in the export trade of Calcutta, to the Public Works Member of the Government of India, the Honorable T. C. Hope. The matter is still under the consideration of the Public Works Department to which Mr. Hope referred the Memorial.

BENGAL CHAMBER OF COMMERCE, *August 28th*, 1885.

A Conference to Facilitate the Conduct of the Export Trade of Calcutta, was held this day at noon, at the rooms of the Chamber of Commerce. Present:

Representing the East indian Railway.

D. W. CAMPBELL, ESQ., *Acting Agent.*

N. ST. LEGER CARTER, ESQ., *Traffic Manager.*

Representing the Commissioners for making improvements in the Port of Calcutta.

G. H. SIMMONS, ESQ., *Acting Vice-Chairman.*

R. STEEL, ESQ.,
J. J. J. KESWICK, ESQ.,
H. B. H. TURNER, ESQ., } *Commissioners.*

Representing the Calcutta Wheat and Seeds Trade Association.

W. W. PETRIE, ESQ., of MESSRS. W. VALE KING & CO.

H. M. ROSS, ESQ., of MESSRS. KELLY & CO.

Representing the Chamber of Commerce.

M. L. CALVOCORESSI, ESQ., of MESSRS. RALLI BROS.

J. M. ZIFFO, ESQ., of MESSRS. PETROCOCHINO BROS.

H. BERGER, ESQ., of MESSRS. ERNSTHAUSEN & CO.

On the motion of Mr. J. J. J. Keswick, seconded by Mr. R. Steel, the Acting Agent of the East Indian Railway, Mr. D. W. Campbell, took the Chair.

The Chairman read a memo. prepared by the reports they desired to place before the Conference. That Memo. was as follows :—

First.—The provision of some Godown accommodation for goods which merchants are unable to remove within the usual time, and which would be liable to incur demurrage.

Second.—Special Railway shunting arrangements to be worked in connection with this increased accommodation already suggested. Any parcel or parcels might be unloaded, on prior notice, in either ordinary sheds, or the proposed Godown, as might be best suited to shippers' arrangements.

Third.—The boat traffic at Howrah should be regulated and controlled specially with reference to the space taken up by boats not under hire, or empty.

Fourth.—It would be highly desirable to ask the East Indian Railway to provide suitable accommodation for the employés of the different exporters at which to transact their business in connection with the Railway.

Fifth.—The Port Commissioners should erect a shed in the Jetty compound for the accommodation of the Export Trade, and should make arrangements to receive goods from boats at the Jetties, and remove them to this shed, to await the arrival of the vessel for which they are intended.

The Chairman briefly remarked that these were the points they were called upon to discuss. Before putting them to the meeting, he observed, that he thought on the question of demurrage, the present rates charged by the Railway were as liberal as could be desired. He then

asked if any gentleman desired to say anything on the first point.

Mr. W. W. Petrie said he had been asked by his colleagues, the representatives of the Export Trade, to explain their position and wishes to the Conference. Addressing himself to the point of demurrage noticed by the Chairman, he said that the present rates were very liberal. The Export merchants would be quite willing to accept them, provided they held good for a year. He asked for greater certainty in the demurrage charges, and that these should not be suddenly, and without notice, changed.

He also pressed upon the Conference the urgent necessity of supplying exporters with a Godown into which goods could be sent at a fairly reasonable charge for storage, when, for reasons over which the exporter had no control, demurrage was found to be unavoidable. He pointed out that competition for the Wheat trade especially was now so close, that merchants had to work for the smallest possible commission, and hence every item of charge on goods, was a matter affecting them keenly, and just as keenly affecting trade.

Mr. Petrie examined the capabilities and conveniences of the existing sheds, and asked that A, B, C, and D, export sheds should be given up to exporters, and that a new godown be built in the open space north of the Howrah Station. This would enable the Railway to give exporters two godowns for export business, liable to demurrage, and two for storage purposes. This would prevent the clashing of import and export traffic, which now takes place in front of the sheds, especially in the busy season—May-July.

The Chairman was of opinion that the present accommodation is not sufficient to enable the Railway to tell off any of the sheds in the way suggested ; however, the

Railway Bridge at Hooghly will be completed in about 18 months, and he would like to know from exporters, how this would affect the matter.

Mr. Petrie thought it would not affect it at all.

The Chairman explained that the Railway could not give up the store yard north of the Terminus.

Reference was then made to a large scale map of the Railway premises placed on the table by the Chairman.

Mr. Steel enquired why exporters do not avail themselves of the accommodation at Shalimar, where the accommodation, if needed, could be rapidly extended.

Mr. Petrie explained that it was a matter of cheapness and convenience. It was difficult to get labour down at Shalimar. His firm had tried it and had failed. It only succeeded when they employed two Europeans and a large establishment.

Mr. Petrie pointed out that Shalimar could not be made the centre for a special traffic ; and, in reply to the Chairman, said that exporters would be satisfied with Shalimar as a place giving storage accommodation if conveniences were arranged for. Inconvenience in handling goods, meant an increase of charges on the goods as well as delays.

The Chairman thought there will be no difficulty in using Shalimar, but the Port Commissioners should arrange for charges. After some conversation, Mr. Steel said that a provision of coolies and of approaches to Shalimar could be managed, and also increased accommodation. The latter could be put up, he understood from Mr. Simmons, in from two to three months, if exporters would only say when the additional accommodation would be needed, and to what extent.

(Mr. Carter showed a rough sketch he had made for increased accommodation near the Railway Dock, and

how the sheds near the dock could be rendered more convenient by means of jetties).

Ultimately, so far as the first suggestion of merchants was concerned, it was agreed that—

As regards the Railway :—

The Management of the Railway, subject to the approval of the Board of Directors, is prepared to increase the transit sheds so as to accommodate upwards of 4,000 tons more, than at present provided for.

The Management of the Railway, subject to the like condition, will also arrange to provide a cart road to the proposed South Dock shed, with a foot overbridge from the river side shed to the North Dock shed, if this is considered practicable by the Chief Engineer of the Company.

As regards the Port Commissioners :—

The Port Commissioners present agreed to recommend to the Commissioners to continue the use of the Shalimar wharf and sheds for Railway traffic, and particularly for the storage of export cargo, at fixed rates, such rates to be computed so as to give a fair return on the capital outlay.

The Commissioners present will also recommend to the Port Commissioners to make arrangements for providing coolies for handling and shipping goods ; and further, to provide regular communication by steam launch between Howrah and Shalimar during such months as the Shalimar wharf and sheds may be occupied.

The Conference next proceeded to consider the second suggestion submitted to it, concerning special shunting arrangements, and after some discussion it was decided—

That the Management of the Railway, as respects the 2nd suggestion put forward by exporting merchants, agrees to meet their views so far as it may be found in

working possible to do so; but exporters should give the Railway authorities, at Howrah, 24 hours previous notice to enable the Railway to deal with waggons not below the Station at Raneegunge.

In the discussion of the 3rd suggestion, it was found that whilst a control of the boat traffic was desirable, there were practical difficulties in the way of carrying it into effect. Mr. Petrie promised that he and his colleagues would reconsider this suggestion, and communicate their views to the Agent of the Railway later on.

The 4th suggestion—that a provision of suitable accommodation should be made for the employés of the different exporting firms, was next taken up.

The Chairman placed on the table a plan he had caused to be drawn up, showing that such accommodation might, to a certain extent, be provided on the river bank to the east of the Howrah terminus, and after an alternative suggestion had been discussed and rejected, it was agreed that the Railway will arrange to provide the accommodation asked for in the 4th suggestion, on the site pointed out on the plan prepared by the Agent of the Railway.

Mr. H. M. Ross said that he had been asked by his colleagues to represent the inconvenience suffered by exporters owing to the absence of any facilities for storing goods on this side the river, and for moving export cargo from boats into the sheds of the Port Commissioners. Mr. Ross went fully into the matter, and showed clearly the inconvenience and expense of the present system.

Mr. Steel and Mr. Simmons, supported by Mr. Turner, pointed out that the Port Commissioners had not at their disposal any space where they could erect a shed by means of which they could afford relief to export cargo, especially that brought into Calcutta by boat. It was this want of space which induced them to recommend

the construction of docks. The docks would not be ready for at least five years. They would do all in their power to facilitate the conduct of the export trade of the port. Their interests, as well as the interests of the Railway, were practically the same as those of exporters. But the great difficulty, as regards the 5th suggestion, before the Conference, was to find a site for a shed. The discussion was closed by a statement of the Port Commissioners, that—

As at present advised, the Port Commissioners have not the space nor the appliances available which would enable them to comply with the request contained in the 5th suggestion submitted to the Conference by exporting merchants. The jetties cannot be used for unloading boats without stopping the work of discharging and loading sea-going vessels, for which work the present accommodation is already inadequate. The Commissioners take in as much export cargo as shippers choose to send by cart or tramway for shipment, from the time, when a vessel is announced as arriving at Saugor, until the day before she leaves the jetties, and this places at the disposal of exporters a large and valuable space in which their goods are stored, free of all rent charges, for a period of ten days.

A vote of thanks to the Chair was then moved by Mr. Keswick and seconded by Mr. Petrie, and the Conference broke up.

From E. I. Railway to Chamber.

No. 1142.—*Calcutta, 21st January 1886.*

I have the honor to bring to the notice of the Chamber of Commerce that a very considerable traffic has sprung up in wheat from Delhi to Bombay, the despatches to Calcutta having become comparatively insignificant.

The following statement shows approximately the extent of the traffic for the twelve months of 1885—

	Wheat despatched from Delhi to Howrah.	*Wheat despatched from Delhi to Bombay, viâ R. M. Railway.*
January 1885 ...	Mds. 6,778	Mds. 53,201
February ,, ...	,, 16,293	,, 3,733
March ,, ...	,, 7,214	,, 814
April ,, ...	,, 3,703	,, 3,370
May ,, ...	,, 4,890	,, 1,45,938
June ,, ...	,, 17,976	,, 2,15,853
July ,, ...	,, 8,103	,, 79,718
August ,, ...	,, 10,555	,, 1,88,004
September ,, ...	,, 16,952	,, 2,66,895
October ,, ...	,, 5,204	,, 2,79,053
November ,, ...	,, 6,834	,, 1,31,931
December ,, ...	.....	,, 1,26,559
Total ...	Mds. 1,03,502	Mds. 14,95,069

The railway rates are already in favor of Calcutta as will be seen by the following figures :—

Delhi to Bombay	... Rs.	18	11	0 per ton.
,, to Howrah	... ,,	16	5	0 ,,
Difference in favor of Calcutta Rs.		2	6	0 per ton.

But this difference of Rs. 2-6-0 in favor of Calcutta is insufficient to secure to this port an adequate share of the trade. The reason of this, I understand, is that sea-freights from Bombay are so much lower than from Calcutta. The average difference has been taken at 10*s.* a ton in favour of Bombay, but it is not an easy matter to institute a fair comparison between Bombay and Calcutta in this respect, and there is, therefore, some difference of opinion on the point. When, for instance, it is proposed to compensate Calcutta to this extent, by making a corresponding reduction in the railway rate from Delhi to Howrah, those who are interested in securing the traffic to Bombay affirm, that the difference is not so great as 10*s.* a ton. I notice, however, that the Chairman of the Peninsular and Oriental Steam Navigation Company—a

very great authority in a matter of this kind—stated in his recent address to his Proprietors, that during 1885 the average freights from Bombay to London ranged from 15*s.* to 25*s.* per ton as compared with 25*s.* to 35*s.* from Calcutta to London, which would seem to indicate an average difference of 10*s.* a ton.

As the question, owing to the diversion of the Delhi wheat trade from Calcutta, has become one of very great importance to the members of the Bengal Chamber of Commerce, I have the honor to enquire what, in the opinion of the Chamber, the average difference is between Calcutta and Bombay sea-freights to London and Liverpool for seeds and wheat, *i. e.*, what difference should be assumed as a basis on which the rate from Delhi to Howrah should be reduced below the rate from Delhi to Bombay, in order to equalise, as nearly as is practicable, the through charge from Delhi to London and Liverpool by either route.

It is true that Bombay has a distinct advantage over Calcutta in its greater proximity to European ports, and may claim to be allowed all the benefit of this advantage, but, on the other hand, it is admitted that the East Indian Railway, with its level road, its cheap fuel, and powerful locomotives and enlarged rolling stock, is able to carry goods at a much lower cost than obtains on the lines serving Bombay, and is thus in a position to fully compensate Calcutta by reduced railway rates for the lower sea-freights quoted from Bombay.

From Chamber to Agent, East India Railway.

Calcutta, 22nd February 1886.

At the Conference held in August last to facilitate the export trade of Calcutta, it was agreed by the Acting Agent of the E. I. Railway, that the Railway would increase its export accommodation at Howrah, so as to afford storage for an additional 4,000 tons of cargo.

My Committee desire me to enquire if this promise has been kept, and when the additional accommodation is likely to be ready.

An early reply will oblige, as my Committee meet on Wednesday next.

From Chamber to Agent, E. I. Railway.

Calcutta, 25th February 1886.

In connection with your No. 1142 of 21st January and the questions raised therein, my Committee desire me to express their regret that the Conference between exporting merchants, the authorities of your Railway, and the Port Commissioners, held in August last, should have proved barren of results.

The interest of the Railway is clearly the interest of the trade of the port. The trade cannot suffer diminution without loss being inflicted upon the Railway, difficult, if not impossible to be recouped. Cheap transit charges on the Railway are, of course, a material aid in the development of trade in bulky articles of export, but the effect of such charges may be largely neutralised by defective or costly arrangements at such a terminus as Howrah. In this connection I am desired by my Committee to invite your serious attention to the letter to this Chamber, of the Committee of the Calcutta Wheat and Seed Trade Association, copy of which is enclosed.

My Committee would be glad to know what you are prepared to propose in order to meet the complaints of exporters, and also whether you consider it desirable to hold another meeting of the Conference. Should you deem such a meeting necessary, my Committee will, on receipt of your reply, place themselves in communication with the Port Commissioners, and endeavour to arrange that the Conference should meet at an early day.

From Agent, E. I. Railway to Chamber.

Calcutta, 23rd February 1886.

I HAVE the honor to acknowledge receipt of your letter of the 22nd instant, referring to the Conference held in August last, to consider measures for facilitating the export trade of Calcutta, and enquiring when the additional shed accommodation at Howrah, which the Acting Agent promised to recommend, will be provided; and in reply to offer the following remarks:—.

2. After the conclusion of the Conference on the 28th August, estimates were at once prepared for the construction of extra shed accommodation, landing stage, lines of rails, etc. etc., at an outlay of Rs. 1,18,348, and the proposal was submitted to the Board of Directors for sanction by the mail of the 12th October.

3. In their letter dated 18th December, the Board of Directors communicated their sanction to the work, and in doing so, took the opportunity to remark—

"With reference to your application for permission to apply to the Government of India for their sanction to expend a sum of Rs. 1,18,348-12 0, in providing extra shed accommodation, &c., at Howrah, I am instructed to say that the Board are, and always have been, most anxious to further the convenience of traders in every way within the scope of their powers, either by the provision of facilities for the receipt and despatch of import and export goods, or by giving them shed accommodation at a moderate rent charge—in which their goods might remain for sampling, sale, and while awaiting despatch.

"They therefore cordially approve your proposal, and trust the Government of India will not hesitate to give you the necessary authority to commence the work at once."

4. That the Board of Directors are fully alive to the necessity of affording every convenience and facility for traffic, is also clearly indicated in a pamphlet recently published by Mr. Crawford, the Chairman of the Company, in which the utilisation, to the utmost of the space at Howrah, is specially referred to:

"It was with a full view of all the possible changes in the future in connection with the competition with Bombay, that the Directors of the East Indian Railway entered upon their labours under the new *régime* in 1880. The advantages of the port of Bombay, as compared with Calcutta, were indisputable, and it soon became apparent to them that if Bombay did really possess a superiority, measured roughly by the sum of 10s. per ton in her favour in her homeward rates of freight,* it behoved them to avail themselves of their own great advantages, in the matter of gradients and cost of coal, to place themselves on, or as near as could be made, an equality with Bombay in the matter, by the observance of every practicable economy in management, the supply of engines and waggon stock of the most approved power and capacity, and the utilisation, to the utmost, of the space at their disposal at Howrah, so as to afford every facility and, as far as possible, remove every disability under which the free conveyance of goods from the North-West and their shipment at, or distribution in, Calcutta, could be said to labour.

"In the carrying out of these ends, the building of the great bridge to cross the Hughli, near the town of that name, with the view of relieving the congestion of goods at Howrah, was the measure first entered upon. The enlargement of the station works at Howrah was next proceeded with. As many as 209 new locomotives, of the patterns best adapted for a heavy traffic, have been supplied or are under contract, whilst 2,000 goods waggons of large capacity have been constructed and sent out in

the last ten years from this country. With these and other provisions in hand, the Board are prepared to enter into a free and open competition with the Great Indian Peninsula Railway and the Bombay and Baroda Railway for the traffic of the North-West, confident of being able to hold their own, if they are only allowed fair play."

5. The proposal to extend the shed accommodation at Howrah was submitted to the Government of India, but I regret to inform the Chamber that the scheme has not met with the approval of the Government, as will be seen from Public Works Department letter No. 108 R. C., dated the 11th instant, copy enclosed.

6. The Government of India in declining to sanction the extension of the shed accommodation, states—

That it is not long since the goods yard at Howrah was entirely remodelled.

That since the remodelling of the goods yard, the Port Commissioners have constructed a branch line to Shalimar Point and provided shed accommodation.

That the Company have recently reduced the demurrage charge at Howrah; but that in the opinion of the Government, the rules should be so altered as to cause the liability of the full demurrage charge being levied, to act as a deterrent, and as an obligation by which consignees will have to remove their goods.

That it is not a part of the duty of the Railway to erect and maintain warehouses for the storage of goods for consignees.

That the present accommodation at Howrah has not been proved as yet to be insufficient for the work required of it.

That within a measurable period the dock at Kidderpore, with all the conveniences for warehousing which legitimately appertain to it, should be in full working order.

7. As regards the above objections of the Government, I need at present only remark, that the Howrah yard was remodelled eight years ago, and that we have since then repeatedly found it to be quite inadequate for the traffic.

8. It was found insufficient in 1881, 1883, and again last season; and consignees have at times felt the inconvenience to be so great, that in August, the Conference to which you refer, was convened by the Chamber. When there is a heavy rush of traffic, we can, with the present limited shed room, with great difficulty prevent the occurrence of a block, by imposing heavy demurrage charges, but when the charges are enforced, the loss sustained in this way by the exporting firms is so considerable, as to oblige them to restrict their business in subsequent seasons. This was the case, I am informed, in 1883. In 1884 the export traffic was light, but in 1885 the same difficulties occurred, and consignees again became liable to heavy claims for demurrage.

9. As regards the provision of the Shalimar Branch line by the Port Commissioners, we endeavoured during last season to divert some of the inward traffic to the Branch to relieve the Howrah sheds. But consignees, whose goods were sent to Shalimar, complained so much of the disadvantage at which they were placed (owing to the extremely inconvenient situation of Shalimar) as compared with consignees allowed to take delivery at Howrah, that we had to desist from the attempt.

10. My Board of Directors instruct me that it is desirable to limit and vary the demurrage rate from time to time as the exigencies of the traffic admit or require, and that they have no objection to the rate—when the traffic

is slack—being practically nominal; but they think the principle of charging a rate, which it is understood is not to be enforced, is unsound. I do not understand the Board to approve of a highly penal demurrage rate, such as we have been compelled at times to levy, and such as is apparently referred to in the letter of the Government, because as was represented at the Conference in August last, the loss inflicted on merchants in this way has a most prejudicial effect on the export trade. I have a letter before me now from one of the largest exporting firms, complaining that in consequence of the heavy demurrage charges of 1883, they found themselves compelled to restrict their operations. At the same time the Chamber will, no doubt, fully endorse the Board's opinion of the futility of making charges which it is not intended to enforce.

11. In proposing to extend the Howrah sheds, there is no intention to provide mere *storage* accommodation. That, as the Government of India points out, does not come within the Company's province. But as already explained, with the present limited accommodation, it is necessary during very busy seasons to levy an excessively heavy demurrage charge to prevent the occurrence of a block, and it is in order to avoid this necessity of inflicting a loss on consignees at a time when they can least help themselves, that the Board sanction the provision of the extra accommodation.

12. I have given the above explanation at some length as I understand that the Chamber, having regard to the ensuing season's traffic, are anxious to learn what action has been taken in connection with the Conference of August last. I propose to take an early opportunity of again addressing the Government of India on the subject, and I trust, that on submission of fuller details of the necessity of the proposed work, the Government will be in a position to modify its orders.

sufficient to cover the expenses incurred in carrying out the requirements of the Act; but now that Boilers are so numerous, the original scale should be superseded by the levy of rates commensurate with the working expenses of the Commission, and nothing else, and to some extent proportionate to the horse-power of the Boilers.

It would be interesting to have a return of the number of Boilers annually inspected in Calcutta and its Suburbs, and Howrah, and particulars of the revenue that has been raised and expenditure incurred, and probably under the circumstances by which it is alleged that the Commissioners have suffered a large loss, attention will be directed to an enquiry into the working of the system.

The Committee believe that in England there is no Government examination of Boilers, but there are several Insurance Companies that will insure Boilers against an accident for an annual premium, about the same as the charge of Rs. 50 made here for a cursory inspection. These Companies keep a staff of practical Boiler-makers, who inspect the Boilers annually on behalf of the Companies, and a copy of their report is sent for the information of the party insured.

If the loss sustained in consequence of the defalcations referred to is proved to be correct, it is obvious that a very large amount of taxation has been needlessly imposed upon the owners of Boilers, and that a material reduction of the annual charge now made should immediately follow.

From Chamber to Government of Bengal.

Calcutta, 27th February 1885.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 51, of the 28th of last month, with its several annexures, relative to the Bill to amend Act III of 1879, which

provides for the periodical inspection of Steam-boilers and Prime-movers attached thereto.

The Committee having given careful attention to the proposed amending Bill, and being in possession of the opinions which members of the Chamber entertain on the subject, are now in a position to submit, for the consideration of the Select Committee of the Legislative Council, a reply to the reference made to the Chamber.

The Statement of Objects and Reasons which accompanies the Bill, explains the circumstances under which an amendment of the Act of 1879 has been proposed.

The Act requires the Inspector appointed under its provisions to make a careful and detailed examination of all Boilers and Prime-movers to which the Act applies before he grants or renews a certificate authorising their use. But in practice the law in respect of Prime-movers has been altogether in abeyance for the following reasons, *viz.*, that a periodical examination as contemplated by the Act would have involved serious hinderance to business; that engines were in charge of competent persons well acquainted with their details and working; and that while a careful inspection of Boilers was necessary to secure the safety of work-people and the public, the risk in respect of Prime-movers was inconsiderable and not of a kind which periodical examination by an Inspector would be likely to obviate.

Notwithstanding these grounds of objection to the enforcement of the Act, it is now considered desirable to move in the matter with the view to uniformity with the law as it prevails in Bombay and other provinces of India, and in order that Government should not abandon all power to ascertain whether a Prime-mover is in proper working order, such power being retained under conditions which will relieve the owners of Prime-movers from the inconveniences which might result from a strict application of the existing law.

And in furtherance of this purpose the Bill contains a section which provides that, when a Prime-mover is in charge of a certified engineer, the engineer's report on its condition shall be accepted by the Inspector as sufficient, and the license shall be issued or renewed accordingly. The Government is also empowered by the Bill to make rules for the grant of certificates (with or without examination) to persons qualified to act as engineers, and it modifies the definition of a "Boiler" so as to make that word include the steam-pipes connected with the Boiler.

When the question of the inspection of Prime-movers came before the Chamber in December 1883, on a reference by the Government of Bengal, the Committee expressed a general concurrence in the view taken by the President of the Commission for the inspection of Prime-movers, *viz.*, that the inspection was unnecessary and that Act III of 1879 should be modified, the reasons for the conclusion arrived at by the Commission being almost identical with those which had been communicated to the Chamber by parties who had been consulted, *viz.*, the serious difficulties which would attend the examination required by the Act, the stoppage of work in mills and factories for days, the excessive cost involved, and the hurried putting together again of machinery that had been stopped when working satisfactorily which was likely to be attended with accidents.

It was also submitted, that it was in the interest of persons in charge of engines to see that they were kept in an efficient condition, and that as such persons were experienced men, specially trained to the work, every precaution was adopted by them to secure perfect working, and that, upon all these grounds, there was no necessity for the inspection of Prime movers in charge of skilled European supervision, and that the Clause of the Act relating thereto should be expunged.

The objections which were held 15 months ago, have been again strongly urged upon the attention of the Committee of the Chamber, and that as it has been found both unnecessary and impracticable in the case of Prime-movers, it is expedient to cancel the Section of the Act which requires their inspection.

The Honorable Member in charge of the Bill is reported to have said, that the actual recommendation of the Boiler Commissioners is that the Act shall be modified by omitting the words "Prime-movers" in those Sections of the Act where they occur: and this recommendation is concurred in by the proprietors and managers of steam works who have had long practical experience of every description of machinery worked by steam-power. They add, however, that if the words "Prime-movers" be not removed from the Act, a clause should be inserted exempting from its operation engineering firms carrying on their work shops with a qualified staff of Europeans, and all Mills with European Engineers in charge.

The experience of one of the largest engineering concerns in Calcutta is thus expressed :—"These iron-works have been carried on for nearly 50 years; we have made, and are constantly making, steam-boilers, engines, &c., and repairing engines and boilers for ourselves and others; the five large boilers in use here were made on the premises. During the long period referred to, no accident has befallen any of the boilers or engines made or repaired by us. We therefore feel confident that our experience is sufficient to enable us to entirely do without Government inspection, both with regard to Boilers and Prime-movers; if either we were exempt from the operation of the Act, or appointed Inspectors, we would be saved trouble, loss of valuable time, and unnecessary expense. We believe other European engineering firms hold similar views on this subject."

The Committee are further urged to represent that no necessity has been seen or shown for requiring engineers in charge of Prime-movers to take out certificates. The cost of such certificates would necessarily fall upon employers; and to create certificated engineers merely for the purpose of getting them, in their turn, to grant a certificate that the Prime-movers which they have been working, and of which they have charge, are in a condition fit to be so worked, would appear to involve legislation of no practical utility.

The Committee of the Chamber are not able to see how or why the simple abrogation of a provision confessed to have proved "a dead letter" should be held to be a "distinctly retrograde step," unless it be because every retreat from a false position is necessarily "retrograde"; and they trust that the Select Committee of the Legislative Council will have had the fullest opportunity of satisfying themselves that there is really no necessity for the proposed Bill.

The Amendment of the Act will involve additional expenses in fees and salaries, and thus throw further taxation on industries already heavily burdened. The Committee believe that in England compulsory examination of either Boilers or Prime-movers is unknown, and there does not appear any justification for a procedure in this country which has no parallel at home.

Government of Bengal.

LEGISLATIVE DEPARTMENT.

WE, the members of the Select Committee on the Bill to amend Bengal Act III of 1879, have the honour to report that we have considered the Bill and the papers noted in the margin.

From the Commissioner of Police, Calcutta. No. 235, dated 6th June 1884.

From the Executive Engineer, Calcutta Workshops Division, No. 214, dated the 2nd February 1885.

From Messrs. Bird and Company, Managing Agents, Union Jute Company, Limited, No. 132, dated the 4th February 1885.

From the Managing Agents and Secretaries, Howrah Mills Company, Limited, dated the 4th February 1885.

From Messrs. George Henderson and Company, Agents, Baranagore Jute Factory Company, Limited, dated the 7th February 1885.

From the Secretary, Bengal Chamber of Commerce, dated Calcutta, the 6th February 1885.

From the Manager, Alipore Jail Jute Mills, dated the 12th February 1885.

From the President of the Boiler Commission, Calcutta, dated the 21st February 1885.

From the Under-Secretary to the Government of Bombay, General Department, No. 670, dated the 24th February 1885.

From the Secretary to the Bengal Chamber of Commerce, Calcutta, dated the 27th February 1885.

From the Secretary, Indian Jute Manufactures Association, dated Calcutta, the 6th March 1885.

2. The general tenor of these papers presents an opinion strongly unfavourable to the Bill in its present form. It is urged that serious difficulties would attend the examination of Prime-movers: that such examination is unnecessary, as engines are usually in the charge of experienced men, whose interest it is to see that the engines are kept in an efficient condition: and that the scheme of the Bill for requiring engineers in charge of Prime-movers to take out certificates, and then permitting such engineers, in their turn, to grant certificates that the engines in their charge are in a fit condition to be worked, involves legislation of no practical utility.

3. Objections are also made to the proposal that the definition of a "Boiler" shall be so amended as to include the steam-pipes leading therefrom. *It is* represented that such pipes cannot be examined *without* stopping the engine, and removing the non-conducting covering of the pipes, which would entail much inconvenience and loss: while, on the other hand, the inspection of the pipes is not really necessary for the protection of people employed in the mill.

4. We cannot fail to be struck with the fact that the examination of Prime-movers, which is thus declared to be unnecessary and impracticable in Bengal, is alleged

to be carried out in Bombay without giving rise to any inconvenience or complaint. At the same time, it appears to us that in the face of the opinions which have been received, the Bill should not be passed in the form in which it was introduced into the Council. We consider that, in matters of this kind, legislative interference should be restricted to those limits within which the necessity for it is not open to question. We admit that there would be some advantage in a system which should ensure that Prime-movers shall always be maintained in a proper condition, and in the charge of competent engineers. But we believe that these objects will, in general, be attained without Government inspection or the issue of Government certificates, and we think, that there is no such necessity for an official examination of Prime-movers and Steam-pipes as undoubtedly exists in the case of Boilers.

5. We have accordingly restored the Bill to the form in which the Boiler Commissioners originally suggested that the law should be amended, by simply striking out of the Act all words which refer to the inspection of Prime-movers. We observe that in several of the papers, complaints are made of the amount of the present fees; but we have not thought it necessary to deal with this question, as the fees are not prescribed by the Act, and can be reduced by an executive order, and we understand that a proposal made by the Boiler Commission to introduce a lower scale of fees is now under the consideration of Government.

6. Although the Bill has been so materially altered, we do not think that its re-publication is necessary, as the changes which have been made are in accordance with the opinions received upon it.

H. REYNOLDS.
S. T. TREVOR.
H. L. HARRISON.
GEO. IRVING.
D. CRUICKSHANK.

The 16th March 1886.

THE FINANCE COMMITTEE.

In his speech in the Legislative Council of India, on January 4th, on the motion of Sir Auckland Colvin for leave to introduce a Bill "for imposing a tax on income derived from sources other than agriculture," the President, Lord Dufferin said:—"It is now desirable to ascertain whether it would not be possible to add considerably to the margin of our resources by a careful revision of our Imperial and Provincial expenditure, as well as by the addition to our income with which the present Bill will provide us. With this view the Government of India have determined to issue a Financial Commission so strongly constituted and furnished with such instructions as to ensure that the task entrusted to them will be conscientiously performed, and to prove conclusively that the Viceroy and his colleagues are thoroughly in earnest in their determination to adapt the administration in all its branches to the financial exigencies of the empire."

It was resolved by Government to invite the mercantile community to nominate a representative to serve on this Commission, and the views of the Chamber on this point were sought through the Hon'ble R. Steel. The name of Mr. Robert Hardie, Secretary of the Bank of Bengal, suggested itself to the Committee as that of a gentleman whose great experience, and familiarity with the views of the mercantile community, would make him an admirable re-

presentative if he would consent to give his services. Mr. Hardie was fortunately able to accept the offer of Government to appoint him to the Commission, and in the *Gazette of India* of February 13th, page 80, the following gentlemen were appointed a Committee—not a Commission—"for examining expenditure, whether Imperial or Provincial, and reporting to Government, within as brief a period as may be possible, what economies are therein practicable":—

Mr. C. A. Elliott, C. S. I., L. L. B., C.S., Chief Commissioner of Assam, *President*.—

Hon'ble Mr. Justice Cunningham.

Hon'ble Dr. W. W. Hunter, C. S. I., C. I. E., L. L. D., C.S.

Hon'ble Rai Bahadur Mahadeo Govind Ranade, M. A., L. L. B.

Mr. J. Westland, C.S., Comptroller and Auditor-General.

Lieut.-Col. A. J. Filgate, R. E., Accountant General, Public Works Department.

Mr. H. W. Bliss, C.S., Commissioner of Salt and Abkari Revenue, Madras Presidency.

Mr. Robert Hardie, Secretary and Treasurer, Bank of Bengal.

Mr. S. Jacob, C.S., was subsequently appointed Secretary to the Committee.

This Committee has met at Simla. It will visit each province if necessary, and there will be then added to it gentlemen to be nominated by the local Government or Administration. The Chamber has received from the Secretary of the

Committee the communication given below, and has invited members to favor them with their views generally on the work before the Finance Committee.

Calcutta, the 10th February 1886.

No. 649.

RESOLUTION—By the Government of India, Department of Finance and Commerce.

It has been determined to appoint a Committee for the purpose of examining expenditure, whether Imperial or Provincial, and reporting to the Government, within as brief a period as may be possible, what economies are therein practicable. It is desirable that the Committee should commence its labours so soon as its members can be conveniently brought together, and it is expected that early in the ensuing cold weather they will be able to submit their recommendations to the Government.

2. The question of expenditure has, within recent years, been, on more than one occasion, pressed upon the attention of the Government of India. On the one hand, it has been urged that since the commencement of the present decade, civil expenditure has very largely increased; on the other hand, the causes which have led to increase of expenditure have been fully explained by the Government of India in its communications with Her Majesty's Secretary of State. The documents relating to this matter will, in the course of their enquiry, be laid before the Committee; but the Committee will not fail to observe that, apart from the discussions which have hitherto arisen on the subject, the circumstances in which the Government now finds itself placed, compel it to examine with renewed and anxious attention the possibilities of such an effective decrease in its expenditure as shall, in a sensible degree, contribute to relieve it of the financial embarrassments with which it is

threatened. The time is opportune for such an enquiry. The Provincial contracts expire at the close of the ensuing financial year. The Government is engaged in the prosecution of a large scheme of public works, having for their object the protection of the country against famine or possible dangers upon its frontiers, for the rapid prosecution of which the utmost economy is required in other branches of the administration. The uncertainty which prevails regarding the future relative value of gold and silver, compels the Government to contract, so far as is possible expenditure which, in other circumstances, may have been desirable or necessary, but which at present it can no longer maintain.

3. The Committee, while turning their immediate attention to the revision of the arrangements now in force between the Imperial and the Provincial Governments, will extend their enquiries to all departments of the Government, whether Imperial or Provincial. They will find that the labours of the Military Commission have led to a series of recommendations, some of which have been put into execution, while others await decision. Although it is not contemplated that they should travel over the ground which the Military Commission examined, they will not, on that account, decline to consider whether greater economy cannot be attained in connection with the working of the several branches of the military administration. They will review so much of the proposals for military economy as have been already approved by the Government of India, but have not hitherto been carried out, and will report their views as to the most suitable steps to be taken in order that effect should be given to such proposals. Similarly, the Committee will study the enquiries which have been made, and the measures which have been adopted in recent years, with a view to reform or to the introduction of greater economy into the several departments of the Government. It is not desired that the Committee should propose any material

modification in arrangements which have in recent years been carried out after mature deliberation under the sanction of the Secretary of State, but they will be expected to pursue a similar line of enquiry so far as regards departments or branches of the administration with which the changes effected in late years have not definitely dealt, or in which the reforms hitherto effected may prove to secure the economy aimed at. Bearing in mind the heavy cost to which the Government of India is committed in regard to Imperial railways and military works, the expenditure, whether Provincial or Imperial, under other heads of the Public Works, must be scrutinised with especial care.

4. Finally, the Committee should examine thoroughly the subject of the home charges, and specially the report presented to the Government of India in 1884 by Colonel Conway-Gordon, R. E., and should work out and submit such recommendations in regard to economies as their examination may suggest to them. They will, at the same time, turn their attention to the division of the military charges between Her Majesty's Government and the Government of India, and will advise the Government of India whether the present distribution of these charges seems to call for revision, and if so, what are their practical recommendations on the subject.

5. The Government of India, in the Financial Department, will issue to the Committee the further instructions necessary for their guidance, the method to be pursued by them, and the procedure of enquiry, and will cause them to be furnished with all necessary information. The Committee will keep the Government of India in the Financial Department regularly informed of the progress of its enquiries, and will carry out its labours in close communication with that Department.

6. His Excellency, the Governor-General in Council, is pleased to nominate the following gentlemen to be Members of the Committee :—

MR. C. A. ELLIOTT, C.S.I., L.L.B., C.S., Chief Commissioner of Assam. } *President.*

HON'BLE MR. JUSTICE CUNNINGHAM.

HON'BLE DR. W. W. HUNTER, C.S.I., C.I.E., L.L.D., C.S.

HON'BLE RAO BAHADUR MAHADEO GOVIND RANADE, M.A., LL.B.

MR. J. WESTLAND, C.S., *Comptroller and Auditor-General.*

LIEUT. COL. A. J. FILGATE, R.E., *Accountant-General, Public Works Department.*

MR. H. W. BLISS, C.S., *Commissioner of Salt and Abkari Revenue, Madras Presidency.*

MR. ROBERT HARDIE, *Secretary and Treasurer, Bank of Bengal.*

With the abovenamed General Members of the Committee, His Excellency will be prepared to associate, on the recommendation of each Local Government or Administration, one, or at most two, Local Members, who will sit with the General Members when they visit the locality, and correspond with them at other times.

From Finance Committee to Chamber.

Calcutta, 24th March 1886.

I am desired to inform you that the Committee appointed by the Government of India in its Resolution of 10th February, for the purpose of examining into expenditure and reporting what economies are practicable, are anxious to receive the benefit of any advice and information which your Chamber of Commerce may be able to afford them, bearing on the subject of their enquiry.

2. In the Resolution referred to, His Excellency the Governor-General in Council explains that the special circumstances in which the Government now finds itself

placed, oblige it to examine with renewed and minute attention the possibilities of such an effective decrease of expenditure as may in a sensible degree contribute to relieve it of the financial embarrassments with which it is threatened. These special circumstances are the combined pressure exerted by three causes—the necessity of increasing the strength of the Army in order to be prepared for eventualities on the North-Western border, the necessity of carrying out a large scheme of Public Works for the protection of the country against famine and for the defence of its frontier, and the increasing uncertainty as to the relative value of gold and silver: and it is the pressure of the demands thus made on the Exchequer which renders its imperative to contract, as far as possible, all avoidable expenditure, even though it might otherwise have been regarded as necessary or desirable.

3. It is thus apparent, that the task entrusted to the Committee is one of a financial nature. They are not empowered to investigate or propose any scheme of reform in the administration, as such, which does not tend to reduction of expenditure, still less any which would lead to increased expenditure. On the other hand, it is not to be expected that they would recommend, nor is it probable that your Chamber of Commerce would propose any change which, while causing a saving to the Treasury, would result in diminishing the efficiency of the public service. The Government of India has expressed a wish that their Report should be presented by the end of the year, and it would accordingly be desirable that the reforms proposed should be of a character which would admit of their adequate consideration within this limited period.

4. The Committee is instructed to direct its attention, in the first instance, to the revision of what are called the provincial contracts, *i.e.*, the arrangements made

between the Government of India and the Local Governments as to the control of most branches of Revenue and most of the Spending Departments. The other or Imperial Departments, so far as they have not been already the subject of special revision, are also to be enquired into. It will, therefore, be the duty of the Committee to investigate the working of each of these heads of expenditure, and to examine whether in any of them certain salaries can be curtailed, certain offices can be abolished or amalgamated, the number of officials can be reduced, the cost of contingent expenditure or of stores and supplies can be diminished. If your Chamber of Commerce, as a whole, or any individual members of it, who may be familiar with the working of any of these Departments, possess any information tending to assist the Committee in these researches, they trust that you will be good enough to favor me with it.

5. On the receipt of your reply, and of those from other non-official bodies and from official authorities who have been consulted, the Committee will be able to form a sketch of what reductions it may *primâ facie* seem desirable for them to recommend in each province, and it is intended that when this has been done the Committee, or a portion of it, should visit the head-quarters of each Local Government, in order, that such proposals may be personally discussed before they are finally decided on. If it should then appear necessary to take the evidence of any persons desirous of laying their views before the Committee, arrangements will be made for the purpose; but the Committee are inclined to think that the procedure most conducive to effective results will be that such suggestions should be reduced to writing and laid before them in the form of a reply to the present invitation.

SMALL CAUSE COURT.

During the period under report the working of the Calcutta Court of Small Causes has been on more than one occasion brought to the notice of the Committee. The delays in the Court have added to the expenses of litigation, and have quite reversed the estimation of the benefits to be derived from a resort to this Court instead of to the High Court. Under the new arrangements a case in the High Court comes to a hearing in from four to six months from the filing of the plaint, while in the Small Cause Court it is no uncommon thing for an important case to drag on through all kinds of postponements for at least twice the time it would now take to dispose of a similar case in the superior Court. The difficulty is, that in the High Court costs must be abandoned before a suit within the powers of the Small Cause Court can be heard. There are other matters affecting the efficiency and usefulness of the Court of Small Causes which have attracted the attention of the Committee, and after carefully considering the action that should be taken, they decided that a case for enquiry would disclose the shortcomings of the Court, and lead to suggestions for its better adaptation to the requirements of the public. With this view they addressed Government, and indicated the reasons why such an enquiry should be held.

From Chamber to Government of Bengal.

Calcutta, 26th March 1886.

The attention of the Committee of the Chamber of Commerce has been drawn to the vexatious and often injurious delays which occur in the hearing of commercial suits in the Calcutta Court of Small Causes. The main object had in view by the mercantile community in asking that the jurisdiction of this Court might be extended to suits of a value of Rs. 2,000 was to avoid the loss of time, quite as much as the excessive expense, involved in a resort to the High Court. The saving of expense in litigation was of course a very material consideration in determining the Chamber to support the suggestion for the extension of the jurisdiction of the Small Cause Court, but an even more powerful influence in forming their opinion was exercised by the necessity which will always exist in a large port of obtaining decisions in disputes referred to the Courts with as little delay as possible. Unfortunately, this special object has not been obtained. The failure appears to be due partly to the plain inability of the existing staff of Judges to deal with the mass of business flowing to the Court, and partly in consequence of the working of the new procedure introduced by Act XV of 1882.

In operation this procedure deprives the Court of its chief merit as a Court for the summary disposal of suits. It entails upon suitors the inconvenience of a number of formalities, scarcely necessary in a Court which is not a Court of Record, and these formalities can only be dealt with satisfactorily by the employment of the practitioners attached to the Court. The general result is, to make the approach to the Bench of the Court more costly as well as more lengthy.

That the volume of business is greater than the staff of five Judges can possibly deal with, is shown by the way in which the arrears are steadily increasing. The cases

undisposed of in the Court of Small Causes were, on the dates given, as under :—

1886.

2nd January	...	... 2,565 suits
1st February	...	... 2,708 „
1st March	...	... 2,763 „

The institutions of new suits between 1st and 19th February were about 2,050, of which number about 900 were instituted between 15th and 19th February. Taking January and February together for this year and last, the figures are :—

January and February 1886	...	6,037 new suits
„ „ 1885	..	5,789 „
Increase in 1886		248

These figures show a result which, indeed, is one that ought to be expected, that the business of the Court is not likely to show a falling off, and consequently relief is not to be expected in this direction. A glance at the files of the Small Cause Court Chronicle will show that, with the exception of the first Bench, the number of causes set down for disposal by any Judge on ordinary days—Saturday is a day set apart for the hearing of applications for new trials, new trials and the like,—seldom falls below 50 and not uncommonly rises to as many as 70, and even 80, suits per day. My Committee quite admit that large numbers of cases are compromised, withdrawn or never come to a hearing, but against this lessening of the work of a Judge must be set off the hearing of applications and the miscellaneous business which must be disposed of as it arises. The result is shown in the figures given above which prove that the arrears are not only excessive but have a well marked tendency to increase.

Instances appear from time to time in the local newspapers which indicate that many months must be expect-

ed to elapse before a suit instituted in this Court can be decided. Others have been brought to the notice of the Committee where the time between institution and decision has varied from twelve months to six months, and where frequent postponements have taken place at the instance of the Court. Indeed, it is quite a common thing for contested cases to be put back for several weeks simply because the various Benches have not, with the work actually before them, any chance of taking them up sooner. My Committee content themselves with quoting only a few such cases, but the number could be largely increased if the common experience of mercantile firms were indented upon :—

(*a*) Messrs. Crooke, Rome & Co. *vs.* Messrs. Ernsthausen & Co., summons returnable 11th January 1884, decided 12th February 1886.

(*b*) Jatinga Valley Tea Company *vs.* Commercial Union Assurance Company, summons returnable 27th February 1886, adjourned by the Court to 12th May 1886.

(*c*) Wilder, Hickmott and Co. *vs.* The Calcutta Tramways Company, Ld., summons returnable 14th May 1885, decided 4th January 1886.

(*d*) Gould *vs.* Wyman, suit filed 25th March 1885, decided 5th March 1886.

(*e*) J. Binning & Co. *vs.* Munna Loll Sohun Loll, instituted 12th February 1885, decided 25th March 1886.

In mercantile cases a state of things in a Court supposed to be especially constituted to dispense prompt justice, like that shown by the cases alluded to, is most serious. Witnesses cannot be detained to suit the convenience of suitors or the Court, and if they leave the jurisdiction, new delays are made inevitable and not

unfrequently it becomes necessary to adopt the costly expedient of a resort to a Commission to take evidence in England. Further, a large number of suits brought by Members of the Chamber are suits on the interpretation of contracts. Decisions in these cases very often serve as precedents, and govern similar disputes between the merchant and groups of native traders. In such cases, it is of the last importance that an authoritative settlement of a dispute should be promptly and speedily arrived at in order to prevent fresh disputes, and to prevent what may occasionally amount to a serious interruption to business.

An analysis of the work before the Court for the week 13th to 20th February shows that the business to be done practically divides itself at the limit of Rs. 100. During that week there were set down for hearing—

Suits above Rs. 100 in value	234
Suits below „ 100 in value	838
Total	1,072

These figures bear out the conclusion to be drawn from the general working of the Court and appear to show that it requires strengthening at each end, for the minor, as well as for the more important, classes of litigation with which it is intended to deal.

The strengthening of the Court will, as a matter of course, involve a serious expense, and the question is whether the Court can be safely trusted to bear this. The answer to this question must be strongly in the affirmative The Court is not a burden to the general revenues but a source of profit.

Profit on the working of the Calcutta Court of Small Causes from 1875 to 1885 inclusive :—

Year.	Income. Rs.	Expenditure. Rs.	Profit. Rs.
1875-76	1,99,256	1,51,965	47,291
1876-77	1,91,866	1,56,784	35,082
1877-78	2,21,218	1,53,859	67,359
1878-79	2,43,669	1,62,563	81,106
1879	2,39,711	1,66,092	73,619
1880	2,56,439	1,64,533	91,906
1881	2,80,210	2,01,873	78,337
1882	2,77,111	2,10,410	66,701
1883	2,82,968	2,11,014	71,954
1884	3,24,516	2,11,940	1,12,576
1885	3,08,320	2,08,891	99,429

With so large a profit from the working of the Court, it is a matter of surprise as well as regret that its usefulness should come to be called in question, and that complaints should have to be urged against the inadequate staff of Judges which have made so large an arrear board as 2,763 cases possible.

My Committee, with the above figures before them, hold very strongly that it is a mistake to suppose that the strengthening of the Court will cause a permanent diminution of the profit now derived from petty litigation, for those figures prove nothing if they do not show that the Court has not yet grown to the full measure of the public necessities. Generally, my Committee hold, moreover, that no source of revenue is so objectionable as that derived from the working of the Civil Courts, and that the unduly costly administration of justice is a means of obtaining revenue which cannot be defended.

The present block of business must necessarily act as a check to the full quantity of work the Court might be called upon to do. If suits can be disposed of with rapidity, it is certain that suitors will be more disposed

to avail themselves of its assistance, and especially it is only reasonable to expect that the more important suits, or those of more than Rs. 100 in value will increase in number. New business is therefore certain to furnish an immediate and important set-off against the reduction of the profit yielded by the Court to be caused by the appointment of new Judges, and the formation of additional Benches. The neglect to bring the Calcutta Court of Small Causes abreast of the public requirements, is shown in small things as in great. My Committee would suggest the provision of a proper store and sale room for articles seized and sold in satisfaction of the decrees of the Court, the appointment of a proper and responsible salesman, and the due notifying of all sales.

They would suggest also, that if any enquiry be made into the working of the Small Cause Court, particular attention should be given to the operation of the new procedure laid down in Act XV of 1882 with a view to ascertain whether it operates as a bar to the convenience of suitors, whether it throws additional work upon the Judges, and to what extent it causes the Court to assume some of the functions of a Court of Record.

Now that the High Court has been strengthened, and the delays formerly complained of in that Court have ceased to be felt as a real grievance, my Committee would suggest the abrogation of the rule which forbids the High Court to award costs in suits of Rs. 2,000 and under in value. This would leave with suitors the choice as to which Court they would elect for the settlement of their differences.

There is another matter which belongs to the procedure of the Court, and which would seem to require to be mentioned only to be reformed. It is the unreasonable demand upon parties before the Court to challenge the decision of the Judge before it is pronounced. If a party

before the Court now believe he has cause to doubt the decision of the Judge upon specific points of law, he must intimate to the Court that in case of an unfavorable judgment he desires such points to be referred to the High Court. It seems to my Committee that this practice is invidious and unreasonable, and that it leads to a resort to unnecessary references to the Superior Tribunal. If it were ruled that in cases where important law points are involved, or above a given limit of value, the Judge should state his decision and briefly give his reasons in its support, time would not be wasted, and it might be made a point of practice for parties to apply for a reference to the High Court within three or seven days of judgment being pronounced.

In conclusion, my Committee believe they have shown not only that the Court falls below the demand made upon it by the public, but why it does so. The constitution and working of the Court alike require reform, and this, in the opinion of my Committee, can best be brought about by the appointment of a Committee of Enquiry charged to investigate all matters relating to the efficiency of the Court, and to submit in their report practical suggestions for bringing the Court abreast of the requirements of the Calcutta community.

THE CONSTITUTION OF THE PORT COMMISSION.

THE Committee of the Calcutta Wheat and Seeds Trade Association drew the attention of the Committee of the Chamber of Commerce to the feeling on the part of exporters that they had not the voice to which they were entitled in the improvements made and making in the arrangements of the Port. The question was referred

to the Government of Bengal which replied that there was no vacancy in the Port Trust at the time, but added that when there was a suitable vacancy, the Lieutenant-Governor would consider the suggestion of the Chamber. The correspondence is appended. The matter, however, is one which is still under discussion, the Committee being of opinion that the Chamber should have the right accorded to it of nominating representatives to serve as Port Commissioners.

From Chamber to Government of Bengal.

Calcutta, 5th June 1885.

The attention of the Committee of the Bengal Chamber of Commerce has been drawn to the fact that the exporters of Seeds and Wheat are not specially represented among the Port Commissioners, and, in consequence a feeling seems to exist that they have not had the voice to which they were entitled in the improvements made and making from time to time in the arrangements of the Port.

I am desired by the Committee to say that there probably is some ground for this feeling on the part of the exporters of Seeds and Wheat, and with the view of granting them some voice in the direction of the affairs of the Port, and of securing to them the power of pointing out what grievances they suffer under, and how those grievances may be removed, the Committee would suggest, for the consideration of His Honor the Lieutenant-Governor, that a representative of the Seed and Wheat Exporters might be appointed a Member of the Port Commission on the occurrence of the next suitable vacancy.

In accordance with a further representation made to the Chamber by the Seed and Wheat Exporters the Com-

mittee have addressed the Port Commissioners and the Agent of the East Indian Railway Company with the object of arranging for a periodical conference between these bodies and the Merchants of Calcutta in order to facilitate operations in connection with the affairs of the Port in which all would have a large interest.

From Government of Bengal to Chamber.

No. 1553.—*Calcutta, 7th August* 1885.

I am directed to acknowledge the receipt of your letter, dated the 5th June last, in which the Committee of the Chamber of Commerce suggest the necessity of appointing a representative of the Seed and Wheat Exporters as a Member of the Port Commission, and request that this may be done on the occurrence of a suitable vacancy.

2. In reply, I am directed to say that there is at present no vacancy on the Commission, as the number of members fixed by law is at present full; and that there is no likelihood of any vacancy occurring for some time among the European members. When there is a suitable vacancy, the Lieutenant-Governor will consider the suggestion of the Chamber.

From Chamber to Government of Bengal.

Calcutta, 26th March 1886.

My Committee desire me, with reference to your office No. 1553 of 7th August last, written in reply to the representation of the Chamber, dated 5th June last, that the export trade of the Port was without that representation on the Port Trust, which the important interests involved rendered desirable, to say that they view with satisfaction the appointment of Messrs. Cruickshank and Petrie as Port Commissioners.

The appointment of these two gentlemen, who are also Members of the Committee of the Chamber of Commerce,

establishes that connection between the Mercantile Community and the Port Trust, which is not only desirable but absolutely necessary to the satisfactory and efficient working of the Trust.

In this connection, my Committee desire me to say, that they were preparing to address His Honor the Lieutenant-Governor on the subject of the relationship of the Mercantile Community to the Port Trust, and of the system by which the non-official members were appointed, with a view of obtaining for the Chamber a direct voice in the appointment of those members who represent the interest of the mercantile body.

The position they proposed to take up is not altered by the appointment of Messrs. Cruickshank and Petrie, and they therefore take this opportunity, while thanking the Lieutenant-Governor for the effect given to their letter of the 5th June last, to represent that, in their opinion, the composition of the Trust is faulty and irrational, inasmuch as while intended to perfect and control the affairs of the Port, which the energy and enterprise of the commercial community has called into existence, and to carry on which they find the requisite funds, it gives them no direct voice either in the control of the revenue or the direction of the affairs of the Port.

My Committee do not contend that the whole body of Port Commissioners should be elective as is the case in the large ports of the United Kingdom ; they fully recognise that Government should, through the official element on the Commission, exercise control over the general policy to be pursued, but they maintain that they are in a much better position to judge what members of their own community are qualified to represent their interests than the official Chairman with whom they understand the nomination of members to fill vacancies rests, and they believe that no one will, more readily admit this

to be the case than the present Chairman of the Port Trust.

It is only reasonable that those who contribute most to the funds, and who are most interested in the economical working of the Trust, should have ample opportunity of criticising through their representatives the affairs of the Port, but my Committee would point out that, under the present system of appointing members, they are left, as I have said, absolutely without a voice in the management of the works or funds of the Trust.

The request that the Chamber of Commerce, as representing the mercantile community, should elect their own representatives is so reasonable, that my Committee are convinced it cannot but commend itself to His Honor the Lieutenant-Governor, and they feel assured that now, the matter has been brought to his notice, he will not delay in taking the measures necessary to give effect to their wishes.

ENGAGEMENT OF LASCAR SEAMEN.

This subject has been under the consideration of the Chamber since 1882. Early in that year the Committee addressed the Local Government on the subject of a proposed amendment of the Indian Merchants' Shipping Act and especially dwelt upon the question, relating to the condition and engagement of lascar seamen. The Committee suggested that an enquiry should be instituted into the matter, and pointed out the following facts as matters deserving of investigation :—

1*st*.—That the power of giving or withholding work rests with the Brokers;

2*nd*.—That the greater part if not the whole of the men's wages passes through the hands of servants of the Brokers;

3*rd*.—That notwithstanding the consequent control which brokers exercise over the men lascars engaged through brokers seldom go in the vessel with which they have signed articles ;

4*th*.—That deserters are but rarely prosecuted by the broker, but in exceptional cases they are treated with great rigour;

5*th*.—That men engaging for a long term frequently desert and *en masse*, and this without cause of complaint ; and

6*th*.—That on all such occasions fees upon re-engagement are payable to the Shipping Office and to the broker, and gratifications to all those whose claims the lascar has learnt to recognise.

To remedy, if possible, so exceedingly unsatisfactory a state of things, the Chamber submitted the following recommendations:—

1. The withdrawal of brokers' licenses.

2. The payment of advances not in cash but by advance notes payable on the sailing of the vessel with the lascar on board.

3. The re-organising of the Shipping Office upon the English Model.

4. The introduction of the Bombay system of continuous discharges.

If these recommendations were accepted, the Committee suggested that it would be necessary to include in the new Act, Clauses (*a*) to check forgery and personation; (*b*) to secure the due return of the seaman at the end of his engagement, and to protect him against malicious entries on his discharge certificate; and (*c*) to provide for cases of accidental loss of the discharge and the keeping in the Shipping Office of a registry of such discharges.

The Government appointed the following gentlemen, a Committee to enquire into the representations made by the Chamber:—Mr. W. H. Grimley President; Members, the Hon'ble R. Miller, Mr. H. B. H. Turner, Captain Brebner, and Mr. A. D. Larymore.

The Committee submitted a Report, dated 10th July 1884, and the Government recorded therein a Resolution which gives an excellent resumé of the Report. The correspondence is appended.

From Chamber to Government of Bengal.

Calcutta, 1st October 1885.

I am directed by my Committee, with reference to the communications from your office noted in the margin, to state the conclusions they have come to after a careful consideration of the Report of the Committee appointed to enquire into the system of engaging native seamen in Calcutta.

* No. 652, $\frac{T}{M}$ dated 20th of June 1885.
No. $\frac{316, T}{652 M}$ dated 2nd of September 1885.

2. My Committee do not desire to prolong a discussion on the various points where the Commission have decided against their recommendations, but they still think that the

commission somewhat too hastily overlooked the advantages of payment of advances not in cash but by advance notes payable on the sailing of the vessel with the lascar on board.

3. There are two recommendations of the Commission to which my Committee drew the special attention of the Members of the Chamber interested in shipping and on which they have had the benefit of those Members' opinions. In the Chamber's letter of 19th April 1882, amongst other recommendations was one proposing the introduction of the Bombay system of continuous discharges. My Committee, while still urging the introduction of this system, are disposed to agree with the conclusion arrived at in para. 41 of the Report of the Commission, and to suggest that "if the system be introduced, it must be on the voluntary principle, it being left to the good sense of the Shipping Company, to make the possession of a 'continuous discharge,' an indispensible condition of employment."

4. In connection with the engagement and discharge of seamen, my Committee would strongly deprecate any action on the conclusion set out in para. 42 of the Report. To compel vessels, especially those engaged in the coasting trade to invariably engage or discharge their crews at the Shipping Office would be to subject them to very great inconvenience and to cause them not unfrequently to lose one or two days.

5. My Committee are of opinion that where the privilege of shipping or discharging a crew on board is made, the subject of an application to the Shipping Office it should be allowed.

6. The only other suggestion of the Commission which appears to call for remark is that conveyed in para. 49 of their Report. There is a concensus of opinion amongst those Members of the Chamber, who have been consulted on the subject, that it is in every way desirable that the

Shipping Master, his Deputy, and his Assistants should be invested with magisterial powers to enable them to deal promptly with cases of desertion. Very great dissatisfaction exists as to the manner in which such cases are now disposed of by the Police Courts, and in supporting the recommendation of the Commission my Committee are but repeating the suggestion put forward in the Chamber's letter to the Government of Bengal, dated 31st July 1883, and so far as the conferral of magisterial powers on the officers of the Shipping Office is concerned, my Committee trust that His Honor the Lieutenant-Governor may find himself in a position to modify the opinion expressed in para. 5 of your Office No. 4 J. L. T. of 1st November 1883.

From Government of Bengal to Chamber.

No. 652 $\frac{T}{M}$, *Darjeeling, the 20th June* 1885.

In your letter, dated the 19th April 1882, containing an expression of the opinion of the Chamber of Commerce on the provisions of the Bill for the amendment of the Merchant Shipping Act, certain remarks were offered for the consideration of Government in regard to the present system of engaging lascar crews in Calcutta. The suggestions of the Chamber in the matter having commended themselves to the Lieutenant-Governor, a Committee was appointed to consider and report on the whole question. I am now directed to forward, for the information of the Chamber, a copy of the Committee's report, together with a copy of a Resolution recorded by the Lieutenant-Governor thereon, and to request that the Lieutenant-Governor may be favoured with the opinion of the Chamber on the Committee's proposals. Sir Rivers Thompson would also wish to be informed how far the Shipping Companies would be willing to lend their assistance in giving a fair trial to the scheme recommended by the Committee.

Darjeeling, the 19th June 1885.

RESOLUTION.

READ,—

A Report dated 10th July 1884, from Mr. W. H. Grimley, President of the Committee, appointed to enquire into the system of engaging native seamen in Calcutta.

The Bengal Chamber of Commerce, when commenting on the provisions of a Bill for the amendment of the Merchant Shipping Act, brought to the notice of the Government the defects in the present system of engaging lascar crews in Calcutta, and suggested several remedial measures among which was the introduction into Calcutta of the "continuous discharge" system which is in force at Bombay. The Lieutenant-Governor consulted the Board of Revenue and other authorities concerning the Chamber's remarks; but the subject proved to be one of considerable difficulty, and called for special inquiry at the hands of persons specially conversant with it. Accordingly Sir Rivers Thompson appointed a small Committee in February 1883 to inquire into, and report on, the subject. Owing, however, to the absence of some of the members and other circumstances, a delay occurred, and the Committee as originally constituted was modified. The final composition of the Committee was as follows:—Mr. W. H. Grimley, C.S., President, and Mr. H. B. H. Turner, Captain Brebner (the Shipping Master of Calcutta), and Mr. A. D. Larymore, Members. The Committee sat during January and February 1884. They examined a number of witnesses, and also made inquiries of shipping, firms, captains, and other persons interested in, and acquainted with, the subject. They have submitted a full and well-considered report, and the Lieutenant-Governor thanks them for the care they have bestowed on this question of public interest.

2. Under Act I of 1859, section 4, it is the business of the Shipping Office to superintend and facilitate the engagement and discharge of seamen, and provide means

for securing the presence on board at the proper times of the men engaged. In these operations the Shipping Office, with its limited staff, is unable to deal with the crews directly, and calls to its aid certain middlemen who are called licensed shipping brokers. At present these brokers are four in number. They have given security and obtained a license, and as their remuneration they receive 5 per cent. on advances, and eight annas per head for each man engaged or paid by the ship. Each broker has in his employ a number of assistants who are called sircars or runners.

3. The present system of engaging native crews in Calcutta is this. On receiving information of the wants of a ship, the brokers collect a number of serangs and lascars either at the Shipping Office or on board. The serang is first selected, and then the crew; but in most cases the selection of the crew is left to the serang. The conditions of the agreement are made known to the crew, and an advance is given to each man by the broker, who is provided with the necessary funds. The payment of the advance at this stage, however, is a mere form, for the broker takes it back, after the articles are signed, in order to keep a hold over the men. His sircars afterwards visit each man at his home, and pay over the advance to the lascar's relatives or the boarding-house keepers who stand security for him. Twenty-four hours before the time fixed for joining the vessel, the sircars go round to the men and take their clothes, &c., to be conveyed on board. If the lascar evinces any disinclination, the broker takes special care to ship him on board, with the aid of the police, if necessary. This method prevails in almost all the Shipping Agencies, with the exception of the British Indian Steam Navigation Company, who have numerous vessels constantly visiting the port, and who employ their own paid ghât serangs to procure the crews. The discharge takes place either at the Shipping Office or

on board the vessel, and consists in paying each man his wages and giving him a certificate of discharge. Here, too, the payment is a form, for each man without demur hands over his money to the ship's serang, who subsequently distributes it among the crew according to private arrangements that have been made between them.

4. That serious defects exist in this system is universally acknowledged, the chief of which is that it frequently fails to secure the presence on board at the proper time of the crew engaged. For these defects the Chamber of Commerce hold the brokers responsible, charging them with despotic treatment and yet ineffective control over the lascars, and with corrupt interference with the lascars' wages. The Committee's enquiries, however, do not altogether substantiate these allegations. The lascars come from various parts of India and other countries; they do not live in one place, but are scattered about all over Calcutta and the Suburbs; and there are many avenues to employment open to them both in the port and in the places of business and manufacture in the town. All this tends to weaken the hold which the brokers might otherwise have on the lascars, and while the control exercised by the former is undoubtedly ineffective, it is very unlikely that they are able to treat the lascars in the highhanded way that has been supposed.

5. According to the Committee, the person who exercises undoubted authority over the lascar is the ship's serang. His voice is potential in the selection of the crew, and he is their spokesman at the time of the engagement. As he leads, so they implicitly follow. His influence is attributed to the observances of custom and the feeling of clanship that characterise all relations in this country, while it is undeniably to the lascars' advantage to stand well with the serang when on board, even

at some expense to their pockets. He thus establishes various claims against each lascar, and it is in order to adjust these that the pay of the whole crew passes into his hands at the time of discharge. This practice is not, it seems, considered a grievance by the lascars, but they accept it as a customary transaction.

6. In fact, it would even appear that the rate of pay which the lascar really receives does not follow the terms of the agreement, but is arranged between him and the serang. Out of the sum so bargained for, the lascar has to meet the claims of the boarding-house keeper, the surety, and the brokers' men, besides providing for his family, and it is upon the adequacy of the wages to meet all these demands that his attendance on board or his desertion depends. These bargains and demands constitute a serious burden, and are the cause that the desertion of engaged lascars and the supply of substitutes is a matter of such constant occurrence and complaint. Until the position of the lascar is ameliorated, there appears to be no way of checking the practice of giving substitutes. The only deterrent at present is the fear of prosecution, and this is but a weak one; for the broker cannot prosecute a deserter without authority from the ship's officers or the shipping firm, and the trouble incurred, and the loss of time and money, dissuade all parties from adopting stringent measures as long as a substitute has been supplied. It happens, besides, that the fact of desertion is often concealed by a practice among the serangs of providing substitutes and making them answer to the names of the absentees. This practice also defrauds the Shipping Office of its fees. These remarks, however, fully apply to individual cases of desertion alone, for the Committee have found that the cases of desertion *en masse*, to which reference was made by the Chamber of Commerce, are special, and, as a rule, occur only in the cases of the British India Steam Navigation

and Asiatic Steam Navigation, Companies, which have running agreements with their crews for six months, but pay them up their full wages on the return of the vessel to Calcutta, in order to close the vessel's accounts for the voyage. It is scarcely a matter of surprise that the crews having obtained their pay and leave from the ship should sometimes fail to rejoin. Fees have, of course, to be paid in such cases upon the re-engagement of a crew, and gratifications go to all those whose claims the lascar has learnt to recognise. Here, however, it seems to the Lieutenant-Governor that the remedy lies in the hands of the Companies themselves, and if they retain their present procedure, it must be because the advantages more than counterbalance the disadvantages. Excluding all cases of substitution and failures of crews to rejoin, the desertions of individual lascars under advance are estimated not to exceed 7 per cent. of the engagements.

7. The evils of the present system therefore lie not so much in the fact that the lascars desert, for their places are almost always filled up by substitutes, as in the fact that, however careful the master may be in the selection of his crew, his arrangements are always liable to be upset by the machinations of the serang, and he has no assurance that the crew he will ultimately get will answer his expectations. To remedy these evils the Chamber of Commerce have put forward four proposals, namely :—

(1) The withdrawal of the brokers' licenses;
(2) The payment of advances, not in cash, but by advance notes payable on the sailing of the vessel with the lascar on board;
(3) The reorganisation of the Shipping Office upon the English model; and
(4) The adoption of the Bombay plan of "continuous discharges."

8. The practice in England is that the master requiring a crew goes to the Shipping Office, having previously made an appointment; seamen wanting a vessel go to the same place, and there are always plenty of men available. The master makes his selection, the terms are agreed upon, the fees paid, and the articles signed. An assistant of the Shipping Master, called a "runner," takes down each man's name and address, and at the time of sailing proceeds on board, musters the crew, and provides substitutes for absentees from among men who accompany him for that purpose. After the vessel has sailed, the runner waits upon the owner of the ship and prosecutes the absentees if so desired. It is stated that the certainty of prosecution and conviction is the chief safeguard against desertion.

9. This system does not differ very materially from that obtaining in Calcutta, except that the broker is eliminated. In England seamen's quarters are generally in the neighbourhood of the shipping, and the men look out for work independently of one another. In Calcutta, however, the circumstances, as already noticed, are quite the reverse. The Committee do not consider that the adoption of this system would secure any improvement, and the Lieutenant-Governor concurs with them. The broker can be made responsible for abuses detected. His elimination would merely distribute the responsibility among a large number of individuals of the class of the present sircars, over whom no effective control could be exercised. The Chamber's first proposal would therefore, it seems, entail either the introduction of the English system (which is their third proposal) or the replacement of the brokers by paid ghât serangs. The English system, as already remarked, is not adapted to the circumstances of Calcutta, and the third proposal is therefore unadvisable. The second of the above alternatives would not suit the needs of the majority of the ship-

ping firms which, unlike Messrs. Mackinnon, Mackenzie and Company, cannot provide constant employment for paid serangs, and would object to be deprived of the services of the licensed brokers; while there would be less ground to expect probity among serangs who are a poorer and less educated class than the licensed brokers. The Committee are not prepared, therefore, to recommend the abolition of the brokers, and this conclusion appears to the Lieutenant-Governor to be a sound one. The second proposal is also rejected by the Committee as as impracticable. They point out that the lascar could not get the note cashed except at a heavy discount, and they consider, rightly in the opinion of the Lieutenant-Governor, that he would be unwilling to engage on such terms.

10. The Bombay plan of "continuous discharge" is the last proposal that the Chamber advocates. Its chief features are thus described by the Committee—

When a native seaman is engaged, a certificate is filled in with particulars, which are carefully ascertained in the Shipping Office, of his age, height, and the marks on his person. The reverse of the certificate contains columns for showing the name of the ship, the dates of engagement and discharge, the character of the man as certified in the ship's log, &c. After the man's measure has been taken, and the distinguishing marks on his body ascertained, and these particulars have been noted in the certificate, the licensed shipping broker, who is in attendance, pays the advance, having previously warned the man that the serang has nothing to do with his wages in any way, and that it is not to the serang to whom he will in the future be indebted for a ship, but to his own discharge certificate, which will regulate his promotion or degradation, and any increase or reduction of wages consequent thereon. The man's name is then entered in the ship's articles, with the number of

his certificate, and he is now allowed to leave, but not to take away the certificate. This, after being copied in a register, is put into a tin box and forwarded on board and placed under lock and key, until the time of discharge comes round.

On the arrival of the vessel at the port of discharge, all the tin boxes containing the certificates are taken to the Shipping Office, together with the official log-book; and a clerk takes each certificate and fills in the particulars on its reverse, of the service, name of ship, character, &c., and these entries are signed by the master of the vessel and the Shipping Master. The like entries are made in the office register. The clerk then rolls up and returns the document to its proper case indicated by its number on the lid, and calls each man and hands his discharge to him, after which the man receives his wages in the presence of the Shipping Master and goes about his business.

If any lascar is found to have tampered with his certificate, it is taken from him and kept in the Shipping Office until he confesses, and he is then furnished with a fresh certificate with all the particulars corrected and authenticated, for which he has to pay eight annas, which is the charge made in the first instance. The death of any lascar afloat causes the document to be cancelled by writing across it the fact and the date.

There is space on the reverse of the certificate for many entries of discharge, and when all this is filled up, the seaman can obtain what is called a second issue certificate. The face of this second issue gives an analysis of the characters entered on the first issue. This analysis is entered in a "register of second issue" which is kept up in the Shipping Office.

These certificates, after the possessor has made a few voyages, show the exact worth of a man on board. If they show invariably a good discharge, he is engaged

without reference to the serang or any other person, but if there is any falling off in ability or conduct, the offer of reduced wages is the inevitable result.

The system has been in force in Bombay for about nine years, and has proved a complete success. The serang is shipped, and each seaman shows his certificate and is rated accordingly, his promotion and wages depending solely on his merits as recorded on his certificate.

11. This system clearly possesses numerous advantages over that in force at Calcutta. Under it a man with a good discharge can be sure of finding employment, and become practically independent of the licensed broker and ghât serang. The loss of the certificate that will inevitably follow desertion, since it is kept on board, must diminish the number of absentees, and the careful record of each lascar's appearance must facilitate his arrest in the event of desertion. An objection was raised that the system was merely the revival of the old plan of register tickets which had proved inoperative both in England and India; but the Committee find from an examination of the history of the registry system that it was done away with solely from reasons connected with its working in the case of European sailors, and without any reference to native seamen; so that the argument that that system had failed in regard to lascars falls to the ground. The Committee recommend that the Bombay system should be tried in Calcutta.

12. The Committee have also made a number of valuable suggestions connected with the introduction and working of the system. They do not recommend that the practice, at the time of engagement, of each man's returning his advance to the broker, should be absolutely forbidden; for the broker, being responsible to the ship's agent for the amount advanced, should be

allowed to make the best arrangement he can to guard against loss. But they would absolutely discountenance and put down as far as possible the similar transaction that takes place at the time of discharge. The Committee would also insist on prosecutions being instituted in every case except on good cause shown to the satisfaction of the Shipping Master; and in order to obviate the present difficulties and inconveniences, they recommend that the Shipping Master and his deputy and assistant should be vested with magisterial powers to dispose of cases of desertion summarily, and that the present high fee for arrest be abolished. Lastly, they recommend that the system of licensing boarding houses for native seamen should be re-enforced as a useful auxiliary to the continuous discharge system. After falling into temporary disuse, it was revived in 1880 with the object of checking the practice of giving substitutes; and for that end the keeper of the house was required to keep up a register regarding the native seamen admitted and their movements. The police were directed to inspect these registers, but their supervision, in the absence of materials for testing the registers, could effect no check. Such materials under the continuous discharge system will be found in the Shipping Office, and the Committee recommend that the scrutiny should be made there.

13. The Lieutenant-Governor generally concurs in the Committee's views, and is of opinion that the Bombay system should be introduced at Calcutta. It must, however, be introduced, as the Committee observe on the voluntary principle. Government cannot make it compulsory by enactment. It must be left to the good sense of the Shipping Companies to make the possession of a "continuous discharge" an indispensable condition of employment; and if they and the masters of vessels set a value on the certificate, the lascars will soon learn to do the same. Success will depend on the co-operation of

the Companies. Messrs. Mackinnon, Mackenzie and Company, who now employ their own ghât serangs, would be specially concerned with the change; but all Companies would need to forego the present practice of shipping and discharging crews on board. This practice has its conveniences; but unless it is relinquished and the shipment and discharge are conducted at the Shipping Office, it would be impossible, at the inception of the scheme at least, to carry out the details connected with the certificates. Afterwards, when the arrangements are in good working order, it might be possible to renew the concession in the cases of discharges. Sir Rivers Thompson is also willing to adopt the recommendations of the Committee regarding prosecutions, arrests, and the disposal of cases of desertion. Before, however, sanctioning any charge, the Lieutenant-Governor would be glad if the Bengal Chamber of Commerce would consider the proposals and favour him with a report as to how far the Shipping Companies are willing to lend their assistance in giving the scheme a fair trial.

From Government of Bengal to Chamber.

No. 1474.—*Calcutta, 29th March* 1886.

I am now directed to acknowledge the receipt of your letter, dated the 1st October last, containing an expression of the views of the Chamber on the Report of the Committee appointed to enquire into the system of engaging native seamen in Calcutta.

2. In reply, I am directed to forward, for the information of the Chamber, copies of the papers noted in the margin, and to say that, with a few verbal alterations, the rules framed by the Shipping Master for the introduction of the Bombay system of "Continuous Dis-

Letter to the Shipping Master, Calcutta. No. 2472, dated 24th November 1885.
Letter from the Shipping Master, Calcutta, No. 1353, dated 20th January 1886, and enclosure.

charges" at the Port of Calcutta have been approved by the Lieutenant-Governor. It will be seen that they only apply to ships engaged in the foreign trade, and that it is optional with the owners or agents of such vessels to adopt them or not.

3. With reference to paragraphs 4 and 5 of your letter, I am directed to say that, for the reasons given by the Shipping Master in paragraph 4 of his letter, which is now forwarded, it seems expedient to adhere to the practice of engaging and discharging crews at the Shipping Office.

4. As regards the proposal contained in paragraph 6 of your letter, I am to say that the Lieutenant-Governor, as at present advised, considers it undesirable to confer magisterial powers on the Shipping Master and his subordinates.

From G. K. LYON, Esq., *Officiating Under-Secretary to the Government of Bengal, Municipal Department, to the Shipping Master, Calcutta.—No.* 2472, *Dated Calcutta, the* 24*th November* 1885.

I am directed to forward herewith a copy of a report, dated the 10th July 1884, from Mr. W. H. Grimley, President of the Committee appointed to enquire into the system of engaging native seamen in Calcutta, together with the Resolution of this Government on the report. It will appear from paragraph 13 of the Resolution that it has been decided to introduce the Bombay system of "Continuous Discharges," but on the voluntary principle, and I am to request that you will be so good as to frame rules based on the suggestions of the Committee and to submit a form of Discharge Certificate under section 43 of Act I of 1859 for the approval of the Lieutenant-Governor. I am also to request that you will take the other measures necessary for the introduction of the system of "Continuous Discharges," and submit a report on the subject.

2. I am at the same time desired to forward to you a copy of a letter, dated the 1st October last, from the Secretary to the Bengal Chamber of Commerce, stating the conclusions which the Committee of the Chamber have come to after a consideration of the report of the Committee appointed to enquire into the system of engaging native seamen in Calcutta. With reference to paragraphs 4 and 5 of that letter, I am to request that you will be so good as to report whether it would be possible in framing rules for the introduction of the Bombay system to adopt the suggestions made by the Committee of the Chamber of Commerce in those two paragraphs.

From CAPTAIN A. W. STIFFE, I.M., *Port Officer and Shipping Master, Calcutta, to the Secretary to the Government of Bengal, Municipal (Marine) Department—No.* 1353, *Dated Calcutta, the 20th January* 1886.

In compliance with your letter No. 2472 of the 24th November last, I have the honour to submit herewith a set of draft rules based on the suggestions of the Committee appointed to enquire into the system of engaging native seamen for the introduction of the Bombay system of "Continuous Discharge" on voluntary principle at the port of Calcutta for foreign-going ships, together with forms of Discharge Certificates under Act I of 1859 (Form Nos. I and III) for your approval.

2. From these rules it will be seen that provision is made for keeping a register for the issue of copies to such as had lost their Discharge Certificates, as it would take a long time to make correct copies from the separate records of ships; meanwhile the men could not leave the port.

3. In rule 8 I have slightly deviated from the suggestions of the Committee, as it appears to me that a descriptive roll given to the broker mustering the crew on board would be of more service than cards to men themselves who are apt to mislay the same.

4. As regards paragraphs 4 and 5 of the letter from the Bengal Chamber of Commerce under reference, I think the suggestions made therein would be fatal to the scheme, as it would involve the presence on board of the entire native department, and thus cripple the office, which could only be met by a heavy outlay. Further, it would not be practicable to apply the system of Continuous Discharge to vessels employed in the Home Trade, as these do not ship and discharge their crews through the Shipping Office.

5. As recommended by the Committee, supervision and control over boarding-houses of native seamen would be an advantage; but this could not be done efficiently without the co-operation of the police and the appointment of an Inspector of such houses.

6. A small increase to the office establishment to keep up registers, &c., will be necessary.

7. The rules at first reading appear somewhat lengthy; but as I apprehend considerable difficulty and a good deal of opposition from those against whose interests the system will clash, it has appeared to me desirable to obtain to its details the sanction of Government.

From E. N. BAKER, ESQ., *Under-Secretary to the Government of Bengal, to the Shipping Master, Calcutta.—No.* 1473, *Dated Calcutta, the* 29*th March* 1886.

I am directed to acknowledge the receipt of your letter No. 1353, dated the 20th January last, with which you submit for approval a set of draft rules, based on the suggestions of the Committee appointed to enquire into the system of engaging native seamen in Calcutta, for the introduction at this port of the Bombay system of "Continuous Discharges," on the voluntary principle, for foreign-going ships, together with forms of Discharge Certificates under Act I of 1859.

2. In reply, I am directed to say that the rules, with certain verbal alterations, have been approved by the Lieutenant-Governor. Copies of the rules as approved are herewith forwarded for your guidance, and for the guidance of the Deputy and Assistant Shipping Masters, and of those firms which wish to adopt the "Continuous Discharge" system in the engagement of lascar crews.

ORISSA PORT DUES.

THE question of the rate at which Port dues should be levied in the Orissa Ports has been again before the Committee of the Chamber, not only as a general question affecting the shipping resorting to the ports of the province, but as a special matter involving the over-zealous action of the local authorities in the case of the S. Ss. *Sir John Lawrence* and *Medina*. These vessels were suddenly called upon to pay, as port dues, the sums of Rs. 116-8 and Rs. 130-12, respectively, in place of Rs. 47-10 and Rs. 53-6-3, which they had previously paid. In these cases the representations of the Chamber were successful, and the amounts levied in excess were refunded. On the general question the Committee have seen no reason to recede from the position taken up by the Chamber in their letter of 12th August 1884, that expenditure in connection with the Balasore ports should be reduced rather than the dues increased, as a means to bring about an equilibrium in the finances of the Orissa ports.

From Chamber to Government of Bengal.

Calcutta, 26th May 1885.

I am directed by the Committee of the Chamber of Commerce to draw attention to their letter of the 12th August last, regarding the then contemplated increase of the dues levied in the Balasore ports, and to request that they may be favoured with a reply.

The Committee are aware that at a Meeting of the Legislative Council of the Governor-General of India, held on the 6th February, the amendment of the Indian Ports Act of 1875 was passed, giving a permissive power to the Government of Bengal to raise the Port dues in the Cuttack Ports to a maximum of 4 annas a ton, but the Committee understood from the proceedings of the Council, that it was not the intention of the Government of Bengal to use the power thus given, unless it was found absolutely necessary to do so.

The Committee are informed, however, that the above amendment of the Act has been enforced, and the Agents of the steamers *Sir John Lawrence* and *Medina* have now to pay Rs. 116-8 and Rs. 130-12, respectively, against Rs. 47-10 and Rs. 53-6-3 formerly charged, which increase in the dues is considered a hardship in the present state of the trade between Calcutta and the Cuttack ports.

The Committee are, therefore, anxious to know the reasons which have prevented a reduction in the disbursements of the port funds, and necessitated the raising of the port dues to the maximum limit fixed by the law.

From Government of Bengal to Chamber.

No. 1871 $\frac{I}{M}$—*Darjeeling, the 18th September* 1885.

In continuation of Government Order No. 723 T.M. of the 25th June last, I am directed to forward herewith

* No. 1289, dated the 11th August 1885, and enclosure.

a copy of a *letter from the Commissioner of Orissa, explaining the circumstances under which the maximum rate of port dues leviable under Act V of 1885 was levied in the Cuttack ports.

2. It will be seen that the Collector of Sea Customs levied the port dues at the increased rates under a misapprehension. The Commissioner of Orissa has been asked to refund the amounts thus illegally levied to the owners of the vessels from which the excess realizations were made.

3. I am at the same time to request that the Lieutenant-Governor may be favored with an expression of the opinion of the Chamber of Commerce on paragraphs 5, 6 and 7 of the Commissioner's letter, regarding the amount of port dues proposed by him to be levied on the coasting steamers visiting the Balasore ports, and the sea-going vessels visiting the ports of Dhamra, Subarnarekha, Channa Sartha, Balasore, Churamon and Laichanpore.

4. With reference to the last paragraph of the Chamber's letter of the 26th May last, I am directed to forward the correspondence, referred to in the margin, which will explain to the Chamber the circumstances under which no reduction in the charges of the Balasore ports is possible.

Letter No. 35, dated the 9th January 1885, to India Legislative Department. Letter from the Commissioner of Orissa, No. 1700, of the 31st December 1884.

From Govt. of Bengal to Govt. of India.

No. 35.—*Calcutta, the 9th January* 1885.

With reference to the correspondence ending with your letter No. 2775, dated the 22nd ultimo, regarding the proposal to increase the port dues in the Balasore ports, I am directed to submit the enclosed copy of a letter, dated the 12th August 1884, from the Bengal Chamber

of Commerce, giving an expression of their opinion on the subject.

2. The Chamber of Commerce think that the proper course to follow would be so to reduce the expenditure of the Balasore Port as to bring it within the receipts. In their opinion, the local Pilot Service is needlessly expensive, and the Port Officer is not required at all. They point out that formerly there was only one officer in charge of all the Orissa Ports, and they see no reason why the old arrangement should not, on grounds of economy, be revived. The agents of the *Sir John Lawrence* consider that, as the trade of the port is overdone, and restrictions have been recently put upon it in respect of the carriage of Kerosine oil, the proposed increase of port dues would be a hardship. If in any case it is decided to increase the rates, the Chamber consider that they should not be more than doubled all at once as proposed; and that an early survey should be made of the entrance to the Dhamra river, and of the reaches leading to Chandbally. The Lieutenant-Governor is not prepared wholly to accept the Chamber's view; and in order to show what steps have hitherto been taken towards the improvement of the Orissa Ports, some brief account of their previous administration is necessary.

3. From the year 1820 to 1870 there was a Harbour Master for Balasore. The appointment was abolished on the retirement of the last incumbent, and the post of Conservator of the Orissa Ports was created on Rs. 500 per mensem. The duties of the Conservator were to visit all the ports on the coast, survey them every year, mark all changes in channels, sandbanks, and shoals, as well as to see that the buoys are kept in order, and to relay them when displaced by drifting. This arrangement, however, proved detrimental to the interests of the Balasore Ports, as the time of the Conservator was so fully occupied at False Point that he could seldom visit the

other ports: so after the death of the then incumbent, the post of Conservator was abolished, and two Harbour Masters, one on Rs. 400 and the other on Rs. 300 per mensem, were appointed. The former was placed in executive charge of the False Point and Pooree Ports, and was appointed to be the officer for the Port of False Point, to receive, under section 3 of Act IV of 1875, notice of accidents to ships for communication to the Local Government, and also to carry out the provisions of sections 3 and 6 of Act XIII of 1876. The latter was placed in charge of Balasore, Chandbally, and the minor ports of Balasore, and was appointed also, under section 3 of Act IV of 1875, to be the officer for the Port of Chandbally, to receive notice of accidents to ships for communication to the Local Government, and to carry out the provisions of section 48 of Act XII of 1875, and of sections 29, 60, 64, and 71 of Act I of 1859. It was arranged that their salaries should be met from the Port Funds and Customs Revenue of the respective ports in the proportions noted on themargin.

	Rs.
False Point Port Fund ..	250
Customs Revenue ...	150
	400
Balasore Port Fund ...	250
Customs Revenue ...	50
	300

4. While these changes in the port arrangements were being made, the following questions came under the consideration of Government in connection with the grounding of the ship *Isurium* and other vessels in the Byturnee river:—

(*a*) The appointment of pilots for vessels trading to Chandbally.

(*b*) The survey of the Dharma and Byturnee rivers, which form the approaches to the Port of Chandbally.

With regard to (*a*), it was decided, after consulting the local officers, that as European pilots would be too costly

for the work of the port, the best and most suitable arrangement would be to employ native pilots, who would give their whole time to pilotage work, and would be available whenever their services were required. Sanction therefore was accorded to the employment of—

		Rs.
2	Pilots on Rs. 40 each per mensem ...	... 80
1	Coxswain on „ 15 „ ...	... 15
6	Boatmen on „ 10 each „ ...	... 60
	Total	... 155

A pilots' house at Dhamra was erected at a cost of Rs. 200; a room was rented for Rs. 2 per mensem for the use of the pilots when at Chandbally, and a six-oared whale-boat was built in the Government Dockyard at a cost of Rs. 750 for the conveyance of the pilots to and from vessels; the expenditure on all these accounts being debited to the Balasore Port Fund. The scale of pilotage fees noted in the margin was, in addition to the above arrangements, fixed with the sanction of the Government of India, and section 38 of Act XII of 1875 was also extended to the port of Dhamra (Chandbally) in accordance with the provisions of section 5 (*b*) of the Act.

Draught in feet.	7	8	9	10	11	12	13	14	15	19	17	18	19	20
Pilotage fees in rupees...	20	30	40	50	55	60	65	70	80	90	100	110	130	150

For every foot above 20 feet, an additional sum of Rs. 32 will be charged. Half rates for steamers under steam, and two-thirds for vessels taking the aid of steam.

The above fees only cover the pilotage one way, inwards or outwards.

5. With regard to (*b*), the Court of Enquiry appointed to enquire into the grounding of the *Isurium*, had remarked on the want of good charts of the Dhamra and Byturnee rivers. The Commissioner of the Orissa

Division, who was consulted in the matter, reported that Captain Harris, while conservator, made surveys every year, but that they were not published, as it would be dangerous to follow them, seeing that the river bed and the sandbanks were constantly changing. He therefore suggested that a regular survey should be made of the rivers and approaches to the port. This matter was ultimately referred to the Superintendent of Marine Surveys, and since then sailing directions and descriptions of the port and approaches to Chandbally, and hydrographic information regarding the Burabalong river, the roadstead of Balasore, and the Dhamra and Byturnee rivers, with the port of Chandbally, have been published by the Marine Survey Department. The programme of marine surveys for the season 1884-85, issued by the Government of India, includes the survey of the Palmyras Shoal, Pilot's Ridge, and the coast line as far as practicable between the north limit of the recent chart of the entrance of the Dhamra river, and that of the Balasore roadstead, with the off-lying soundings.

6. In regard to the remarks of the Agents of the *Sir John Lawrence*, the Lieutenant-Governor observes that this steamer, being a native passenger ship, it was ruled that she should not carry more than 100 maunds of Kerosine oil from Calcutta to Chandbally on each trip, and that this should be properly stowed on deck.

7 In order to show the number of arrivals and departures of vessels at Chandbally and False Point, the value of goods imported and exported, and the receipts and expenditure of the two ports, the following comparative statement is subjoined :—

	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.
Arrivals	219	287	520	372	340
Departures	327	391	509	403	354

	Rs.	Rs.	Rs.	Rs.	Rs.
Imports	40,35,837	41,69,524	51,48,069	52,99,116	65,89,110
Exports	53,17,038	47,33,200	47,68,283	43,92,909	45,46,804

	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Receipts	2,644 3 8	7,731 13 0	3,611 3 5	3,669 4 1	Account not received yet from the Accountant-General.
Charges	9,029 8 3	10,410 0 8	7,594 13 6	15,161 10 2	
Port dues...	2,220 12 6	2,132 0 5	3,204 10 5	2,988 7 4	
Pilotage fees	260 0 0	190 0 0	200 0 0	120 0 0	

False Point.

Arrivals	169	131	135	156	142
Departures	156	129	136	153	146

	Rs.	Rs.	Rs.	Rs.	Rs.
Imports	13,54,057	15,57,282	8,47,160	1,73,961	6,93,469
Exports	27,78,264	15,57,752	19,93,894	29,70,497	33,68,315

	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Receipts	19,809 11 7	18,940 7 10	18,894 0 9	13,276 2 3	16,251 15 1
Charges	24,050 7 2	12,838 15 3	9,414 4 1	9,917 5 2	11,100 7 8
Port dues	12,134 3 7	10,844 3 1	11,449 12 9	12,620 1 3	15,963 2 1
Pilotage fees	.....	.....	.....	.....	.....

Judging from these figures, the Lieutenant-Governor considers that the port charges are by no means high, that they do not press heavily on the shipping, and that it is out of the question to abolish the post of Port Officer at Chandbally or to reduce the Pilot establishment. In his opinion, it would be a retrograde step to revert now to the old arrangement of having only one officer to supervise all the Orissa Ports, which seven years ago was condemned, chiefly in the interests of the shipping, while the Pilot establishment, being already on as low a scale as possible, will not bear any further reduction. He considers that everything necessary for the opening out of the port, and for ensuring, as far as possible, the safety and well-being of the shipping, such as surveying and buoying the river and channels, &c., has been done, with due regard to economy on the part of Government. But as the port dues levied in the Balasore Ports do not cover all the expenses incurred for their maintenance, and the recurring deficits have to be met from Provincial revenues, the Lieutenant-Governor still thinks that the schedule referred to in section 45 of Act XII of 1875 should be so amended as to enable the Government, if it should hereafter think fit, to raise the dues in those ports to 4 annas per ton. Before any action is taken under the powers which the law thus amended will confer, full consideration will of course, be given to the representations of the Chamber of Commerce and of any firms interested in the local trade; but I am to say that, if the Orissa Ports are to be provided with the facilities necessary for the proper development of their resources, it is essential that the power of raising the dues should be conferred by law.

From Chamber to Government of Bengal,

Calcutta, 9th April 1886.

My Committee have been careful to ascertain the views of those concerned in the trade with the Orissa ports

with reference to your office No. 1871 T. M., of 18th September last, forwarding a proposal on the part of the Commissioner of Orissa to raise the port dues at the ports in the Balasore district to a rate of 2½ annas per ton. From the figures given by the Commissioner of Orissa in his letter No. 1700, dated Cuttack, 31st December 1884, it appears that the Cuttack Port Fund shows a surplus of Rs. 5,130, whilst the Balasore Port Fund shows a deficit of nearly equal amount, Rs. 5,000. My Committee are unable to understand why, if these funds are worked independently, and are, supposed to be distinct funds, they should be amalgamated, only in order to show a forced equality between their joint income and joint expenditure. Probably the present inequality of receipts would disappear if the Port of Chandbally were restored to Balasore. For all purposes, other than fiscal, it would seem that Chandbally is subordinate to the Magistrate and Collector of Balasore. On the general question, my Committee think that a reduction of establishments which produce little or no revenue, and which consequently must perform little or no work, would be a course preferable to raising the port dues. In the Balasore district there are practically no ports, but only roadsteads to which vessels resort for a few months only. Balasore itself is only visited by one or two steamers, and these circumstances add force to the objections against raising the port dues along the coasts of the Balasore district. It is only recently that a beginning has been made to place a Light House on Short's Island at the Dhamra Sandheads, but this much-needed improvement was promised and declared a necessity by Sir Richard Temple, when as Lieutenant-Governor he visited Orissa. My Committee would wish to know what improvements are proposed, and what are possible? It would not be right to charge the Light House on Short's Island to the Balasore Port Fund, whilst Chandbally is regarded as a Cuttack Port. My Committee do not say that this is intended, but this is the only improvement

to the Orissa Ports of which they have information. It should be shown that improvements are not only necessary, but possible, because of their reasonable cost, and that a moderate port due will cover such cost. Further, the improvement should precede the levy of a port due. As at present informed, my Committee are still of opinion that establishments might be reduced without loss of efficiency; and in conclusion, they must express their entire dissent from the opinion expressed in Mr. Metcalfe's No. 1289, of 11th August 1885, that if trade increased, port dues should be raised to a maximum. It is usually considered that where the trade of a port increases, there a reduction of charges may be legitimately looked for by traders.

RULES FRAMED UNDER ACTS VI AND VII OF 1884.

THE Rules framed by the Local Government under these Acts for the survey of steam vessels, and the survey of Inland steam vessels were published in the *Calcutta Gazette*, in November last, and were also circulated with the local daily newspapers. They were of considerable length, but followed too closely the English model, and were, in consequence, in many respects unsuitable to the circumstances of vessels plying in Indian waters, or on Indian rivers. The Committee of the Chamber ascertained the views of those most concerned, and have to express their thanks to Messrs. Turner, Morrison & Co., and to Messrs. Mackinnon, Mackenzie & Co. for the detailed and exhaustive nature of their criticisms on these rules. The Committee were thus enabled, on March 30th, to

submit a long letter to Government, in which each clause of the rules as proposed was separately considered. In conjunction with other representations, the effect was to induce Government to largely modify the rules as at first published, and to again submit them for an expression of public opinion. The result is shown in the subjoined correspondence :—

Calcutta, the 15th February 1886.

RESOLUTION.

READ—

The draft of the rules under section 24 of the Indian Steam Ships Act VII of 1884, published at Part I, pages 1031 and 1125 of the *Calcutta Gazette* of the 11th and 18th November 1885.

Read also—

Communications on the subject of the above rules received from the Bengal Chamber of Commerce, Messrs. Mackinnon, Mackenzie & Co., Messrs. Turner, Morrison & Co. and others.

The rules on consideration of the above communications, have been so materially modified that a second preliminary publication is, in the opinion of the Lieutenant-Governor, necessary to comply with the provisions of the law. Sir Rivers Thompson has accordingly been pleased to direct that the revised draft of the rules, with the exception of the forms of surveyor's declaration and survey certificate, which are unchanged, be published again twice in the *Calcutta Gazette*, and twice in three of the local English newspapers, for the information of the persons likely to be affected. He will receive and consider any objections or suggestions which may be made before the 1st of April 1886, after which date the rules will be submitted for the approval of the Government of India.

ORDER.—Ordered that this Resolution and the revised draft of the rules be published in two issues of the *Calcutta Gazette*, and that copies be forwarded to the Managers of the *Englishman*, the *Indian Daily News*, and the *Statesman and Friend of India*, for circulation with two issues of those papers.

Ordered also that copies of the Resolution and of the revised draft of the rules be forwarded to the Port Officer of Calcutta, and the Commissioners of the Chittagong and Orissa Divisions, for distribution to masters, owners and agents of steam-ships, and to the Chamber of Commerce for distribution among the agents of steam-ships.

From Chamber to Government of Bengal,
Calcutta, 30th March 1886.

I AM directed by my Committee to convey to you their opinions upon the revised draft of the rules framed under Acts VI and VII of 1884. These revised rules relate to the survey of steam-ships (Sec. 24, Act VII of 1884); to the survey of Inland Steam Vessels (section 21, Act VI of 1884); and to the carriage of passengers in Inland steam-vessels (Sec. 51, Act VI of 1884).

On the rules for this last purpose, my Committee have no remarks to offer. Those published, appear to contain all that may be deemed desirable.

Generally, my Committee are glad to note the result of their representations submitted in my letter of January 30th last, but they would point out that great care will have to be taken in watching the working of the rules for the survey of steam-ships and Inland steam vessels. So much is made to depend upon the officers to be entrusted with carrying the rules into effect, that it is impossible at the outset to judge how they will work. The saving clause in both sets of rules is in paragraph 3, which practically brings in the whole of the English rules to which my

Committee took exception in my letter referred to above, but qualifies them by the proviso that the surveyors shall "be guided by those rules in so far as such rules are applicable to surveys made in India."

If the rules had become law in the form in which they were originally published, a surveyor might have considered himself bound by them even although it might have been apparent that they did not meet the special circumstances of the case on which he was engaged at the time. In their present form the rules give the surveyor a greater latitude, and by so much increase his powers and his responsibilities. My Committee think, however, that if reference is permitted to some competent local authority, such as the Port Commissioners in Calcutta, and a final reference to Government, any abuses likely to arise under the rules would be minimised.

I am to notice another matter: Paragraph 3 of the rules for the survey of Inland steam vessels refers to the rules of the Board of Trade. So far as my Committee are aware that Board have no rules governing Inland Navigation. The question thus arises, whether the reference to such rules (Sec. 21, Act VI of 1884) is not the result of an oversight.

In conclusion, my Committee would suggest that steps should be taken to make the rules of the Board of Trade now applied to India under the provisions of Acts VI and VII of 1884, readily available to those concerned, either through the Port Officer, or some other approved agency.

THE NEW LAW OF BANKRUPTCY IN INDIA.

This measure has been on several occasions under consideration by the Committee and the Chamber. Its importance cannot be exaggerated. So far as the Committee are enabled to

judge the proposed Act will be an improvement in many respects upon the existing law, but it follows the most recent legislation in England on this subject very closely. The Committee have thus felt themselves compelled to lay especial stress upon the differences of the circumstances of India and England. They have drawn attention to the prevalence of *benami* transactions as a means of evading the just claims of creditors, and have urged the compulsory registration of possessory mortgages, or bills of sale, as is the custom in England.

From Government of Bengal to Chamber.

No. 1335 *J.D.—Darjeeling, the 8th July* 1885.

I AM directed to forward the accompanying copy of a Draft Bill to amend the Law of Bankruptcy and Insolvency in British India, together with a statement of the Objects and Reasons, and to request that the Chamber of Commerce will be so good as to favour the Lieutenant-Governor with an expression of their opinion on the provisions of the Bill.

From Chamber to Government of Bengal.

Calcutta, 30th April 1886.

Judicial.

I AM directed by my Committee in reply to your No. 1335 J. D., of 8th July last, to submit the following observations upon the Draft Bill to amend the law of Bankruptcy and Insolvency in British India.

Generally, my Committee are of opinion that the Bill marks a much needed improvement in the law at present in force. Should the Bill become law, and if its administration be carried out with close care and attention,

it will do much to simplify proceedings in Insolvency, and, my Committee believe, to check fraudulent bankruptcies. It will thus afford a larger measure of convenience than heretofore to unfortunate persons, whilst at the same time it will extend to creditors some measure of that protection which, the mercantile community especially, have long desiderated, and the need for which has been pressed upon the Government at various times by the Chamber of Commerce.

Whilst accepting the Bill as an improvement upon the existing law, my Committee think, that in some points it does not sufficiently recognise the peculiar circumstances of India, or the difficulties which those circumstances frequently place in the way of creditors, or the facilities which are offered to native dealers in evading the payment of their debts. This subject has been long before the Government and the public, and whilst admitting the difficulties which surround it, my Committee still think it is a matter to be kept very closely in mind in framing any new Insolvency Law for British India. Indeed, in spite of the failure, some years ago, which attended the attempt to frame a Bill to provide for the Registration of Partnerships, my Committee cannot but consider, that it is extremely desirable that a new enquiry should be made with the view to ascertain whether such a Registration cannot be secured, or to bring into prominence the existing provisions of the law in India which afford, to same extent, the protection to be derived from such a measure. Since the failure both in Bombay and Calcutta to draft a satisfactory Bill dealing with this subject, some change has come over the views of native merchants, and the more prominent among them have evinced a desire to have the question re-opened. Those who have transactions directly with English markets—and in the natural developement of Indian trade, the number of these is slowly but steadily increasing,—evince quite as

much anxiety for the passing of a law to compel a registration of partnerships as the European mercantile community. It would be well if in connection with so large and important a measure as a new Bankruptcy Bill for all India, a careful and exhaustive enquiry were made into the subject of the Registration of Partnerships.

Another extremely difficult subject to deal with, but one which, when a Bankruptcy measure is before the legislature, should not be overlooked, is the practical exemption which a fraudulent native trader can acquire by taking shelter within the jurisdiction of some Native state. My Committee are aware of instances where Europeans have availed themselves of this shelter to avoid decrees of the High Court, and though, in the case of Europeans, the shelter might not be so effectual as in the case of natives, yet the fact ought not to escape the attention of the legislature, that under present circumstances for a native insolvent to cross from British into Native territory, is to give him an immunity, the certainty of obtaining which is found to encourage reckless speculation and a ready resort to fraudulent practices. The impunity with which a fraudulent native debtor can set his creditors at defiance, and in especial, the smallness of the dividends derivable from the estates of native insolvents, have been grievances of the mercantile community in this city for very many years. Indeed, so far back as 1853, the latter formed the subject of a reference from the Chamber of Commerce to Mr. John Cochrane, the then Official Assignee. What the Chamber then complained of is still a serious ground of complaint. There seems to be no good reason why, with proper precautions, decrees of the Indian High Courts should not be allowed to run in the jurisdiction of Native States. The matter is one which my Committee feel is most properly within the province of the Foreign Department of the Government of India, but they see no reason why the Legislative Department

should not move the Foreign Office to deal effectually with so important a question, nor why the Foreign Department should not undertake this task in close communication with the Legislative Department, and if need be, with the Judges of the High Courts in India. The greater the improvement in the Bankruptcy Law of India and the greater the simplicity which may mark the procedure of the Insolvency Courts, the greater will be the anxiety of a native insolvent who has been guilty of fraud, concealment of property, the setting up of fictitious co-partners, or wrongful preference of particular creditors, to avoid appearing before an Insolvency Commissioner, and in this way it may well happen that improvements in law and procedure, will have a tendency to accentuate and render more acute the grievance alluded to above, and which is felt equally in all the great trading centres of India.

One change of great moment affected by the Bill is that which makes a Trustee appointed by the creditors the primary authority for administering an insolvent's estate, whilst the Official Receiver is only to act if the creditors fail to appoint a Trustee. Section 14 of the Bill has the support of my Committee. It should, however, in their opinion, be made clear that if the creditors of an insolvent will not attend a meeting to consider his position, the Official Receiver shall have the power to act in the premises upon his own responsibility. My Committee do not feel themselves in a position to recommend that the powers now vested in the Official Assignee, which powers they consider all that are reasonably necessary to enable him to take possession of the property of a bankrupt, and to realise the same for the benefit of the creditors, should be extended. But with reference to clause 5 of section 26, they can see no objection why a larger measure of protection than he now enjoys, should not be given to the Official Receiver,

Where it is clear that that officer has acted in good faith they consider that he should not be held personally responsible in the event of its being shown that he acted under a mistake, or upon information wrong in itself, but accepted by him as correct. Redress in such cases should, my Committee venture to think, be attainable, not at the expense of the Official Assignee, but at the cost of the estate concerned.

It is a frequent subject of complaint that an insolvent's books are not promptly forthcoming, that his accounts are confused, and in many cases, unintelligible, that there is a want of system in presenting an insolvent's accounts, and that schedules are amended as a matter of form. Reviewing these matters, it appears desirable that the office of the Official Receiver should be strengthened by having attached to it an experienced professional accountant. The books of an insolvent should vest in the Official Receiver from the date of the adjudication order. A report should be made at the next sitting of the Court, that the books are either in the Official Receiver's hands or under his authority and control. The accounts of the estate could then, as might prove most convenient, be made up either in the office of the Official Receiver, where the insolvent would attend for this purpose, or in the Insolvent's office under the inspection of the official accountant. In either case, creditors would receive additional and much needed security, time would be saved, and a greater interest in the settlement of the estate be exhibited on the part of the creditors. It will be seen that this suggestion does not in any way throw obstacles in the way of a bankrupt's access to his books or to his closing of them correctly. It would compel him rather to avoid all unnecessary delays and to furnish the Court with, as correct a statement of his position as possible at the earliest possible moment. The immediate supervision of the preparation of this statement by the

official accountant, or his close inspection of the books whilst it was being drawn up, would effectually deprive insolvents of the many common excuses which are now put forward, for delaying the making over to the Official Assignee of the records of a business. The provisions of the Draft Act as to the delivering up of a bankrupt's books should be thoroughly and carefully enforced, and as a corollary, means should be provided to secure that the books shall be properly cared for. There are not a few insolvents who require experienced and capable assistants to enable them to close their books. At the same time the knowledge that upon the occurrence of an act of insolvency, the closing of the books would be imperative and prompt, would tend to greater strictness in the keeping of accounts, and would in itself cure that carelessness which Insolvency Commissioners in India are constantly reprobating.

The suggestion that the office of the Official Receiver should be strengthened in the way above indicated, has been put forward by my Committee, because of the great importance which cannot but be attached to the speedy closing of an insolvent's books. They would prefer, that so far as possible, this should be done by a professional and experienced officer responsible to the Official Receiver and the Court, rather than by some skilled but outside agency. In connection with this particular question and as pointing to a branch of duty which would devolve upon an official accountant, it is extremely desirable that information as to the position of an insolvent's estate should be more generally and more readily available than it is at present. This end could only be attained with the greatest advantage to all concerned. My Committee would therefore suggest that it should be a direction to the Official Receiver or other Trustee in Bankruptcy, to issue periodical reports, duly certified by the official accountant, of the the progress made in realising

the assets of each estate. These reports should be circulated at reasonably brief intervals, and should give creditors all the information needed to enable them to understand the progress made in settling a bankrupt's affairs. It is very desirable that creditors should be encouraged to take a steady and persistent interest in the liquidation of an estate, and nothing seems so likely to produce this result as an assurance that delays will be reduced to a minimum, and that the Official Receiver or Trustee shall, as a matter of course, keep the creditors informed of that which it most concerns them to know. In this way the reproach which now attaches but too often to the proceedings in the Insolvency Courts that they are more or less of a purely formal character, would be done away with, and the Courts themselves would be in a better position to judge of the character of an insolvent's dealings, and to distinguish between unjustifiable and speculative trading, and bad fortune arising from the accidents of trade or of living.

The suggestion for the periodical circulation amongst creditors of statements showing the progress made in liquidating an estate, applies equally to a Trustee other than the Official Receiver or to a Committee of Inspection. Hitherto one of the main difficulties in working the existing Act has been the apathy shown by creditors, and it is in the opinion of my Committee necessary to show creditors that they can, with little trouble, acquaint themselves with all that concerns them as regards an insolvent estate, to induce them to attend meetings, and to take an active part in the winding up of their debtors' affairs. So long as creditors believe that to attend meetings is to proceed without knowledge, to arrive at no result, and practically to waste time, so long will they avoid, unless under necessity, attendance at such meetings. Where the amount involved in a bankruptcy is small the chances of getting together the creditors are small indeed, and in such cases it may be useful to reserve to the Official

Receiver power to call a meeting of creditors at his discretion.

The attention of the Committee, in the course of the discussions on the Draft Bill, has been in various ways strongly drawn to the question of protection against *benami* dealings, and the fraudulent transfer of property of a trader who might be actually insolvent at the time of the transfer, but who might continue to carry on his business and thus secure to the transfer something of a time sanction. *Benami* dealings, especially in cases of insolvency, are somewhat common, and ought to be in a special way guarded against. In this connection it would seem that sections 28 and 41 of the Draft Bill should be read together. In section 28 it is not as clear as it should be, that the property therein indicated as dealt with in the case of a settlement made before, and in consideration of marriage, or in the case of a covenant made in consideration of a marriage for a future provision of the settler's wife or children,—that the property so disposed of would be regarded by the Court as an asset of the estate. This section is governed by the provisions of section 41, but still the matter is one which should not be left in doubt. So long as there may be a doubt there will be a temptation to endeavour to evade the law.

My Committee accept the limitation of time in section 41 after the lapse of which settlements made by persons who may become bankrupts cannot be impeached, as reasonable and proper. Allusion has been made to *benami* cases and to the frequency with which such transactions are resorted to by natives, the provisions of section 41 should be made sufficiently wide to take in cases of *benami* purchases in the names of the wives and children or other relatives of bankrupts, or the transfer of property to them. So far as my Committee can see, such cases are not provided for in the proposed

Act. They would commend this question to the attention of the legislature. On the one hand, it has been urged, that property standing in the names of wives or children of a native bankrupt should be presumed to be the property of the bankrupt and dealt with accordingly until the contrary was shown. But on the other it would be unjust to throw upon a wife or children the burden of proving their right to property made over to them in good faith and at a time when the transferer was in a solvent position, or in a position which would make the transfer a measure of prudence. In such a case the property so transferred, should the transferer subsequently become bankrupt, would be all that the wife or children could look to for their support; such cases require protection. Still it is extremely desirable that *benami* transactions should be provided for, and my Committee would commend this subject to the attention of the legislature.

There is another matter which ought to receive attention, and in regard to which it appears desirable that the present opportunity should be taken to provide a much needed remedy. Cases occasionally crop up where, although there may not be an application to the Bankruptcy Court, still one creditor steps suddenly in, closes a business, and takes possession of all its assets. In such cases the general body of creditors are shut out altogether from participation in the assets, or find their interests postponed to those of a special creditor of whose rights they have been kept in ignorance. That such a state of things is possible, opens a wide door to reckless trading and still more reckless borrowing. As the law in India at present stands, a lender is entirely at the mercy of the representations which may be made to him, and may, in perfect good faith, advance money for the assistance of a business which is not only actually insolvent, but which may be in a condition where for all practical purposes it may be said to be carried on for the

benefit of the creditor holding a possessory mortgage. In England this class of cases is dealt with by the Bill of Sales Act. Instruments of the kind alluded to must be registered within twenty-one days, and under certain circumstances are absolutely null and void as against a decree of the Court, a Trustee in Bankruptcy, or in the event of the Insolvency, of the maker of the mortgage. In India it is very desirable that all instruments of this class should be made to come under the provisions for "Compulsory Registration." The records of the Insolvent Court, and the experience of the Official Assignee will amply bear out the necessity for some action such as that just suggested. It seems to convert the Bankruptcy Courts into a shelter for fraudulent dealings when a bankrupt, who has deprived the general body of his creditors of security for their claims, applies to the Court for protection againts any steps they might ordinarily institute against him.

My Committee approve of the provision which retains for India imprisonment for debt. A very great number of native traders are not subjects of the British Government, and have a means of conveying greater or lesser portions of their assets out of the jurisdiction of British Courts. Another large section of native traders shelter themselves behind the Hindoo custom of a joint family; where such a custom prevails, and where important classes of native dealers have their domicile beyond the limits of the territories directly administered by the Government of India, it is necessary that imprisonment for debt should be retained, even if on general grounds a good case could not be made out in its favour.

Section 34 provides that a limit of Rs. 500 as wages shall be paid in priority to all other debts, to any clerk or servant who may have rendered services to the bankrupt during four months before the date of the receiving order. My Committee are strongly in favour of a limit on the amount to be paid under this section, but

they deem Rs. 500 too low, considering the average range of the salaries of assistants. They would make the limit Rs. 1,000, but would require that the amount of wages due to any clerk or servant should be certified by the Official Receiver or Trustee, or the official accountant of the Receiver's office.

Section 36 gives power to a landlord to distrain for one year's rent accrued due prior to the date of the order of adjudication. This provision would appear to be unnecessary, considering the powers already ordinarily enjoyed by landlords.

My Committee are not disposed to cavil at the provision contained in section 46 of the Bill. Where the Crown reserves to itself the right to dismiss its servants as a punishment for insolvency, it seems reasonable that it should retain the alternative of regulating the amount to be retrenched from the pay of an employé.

It would appear to be in consonance with reason and the spirit of the Bill that the lying in prison of a person under a warrant of arrest in execution of a decree of the courts, as well as the closing of, or departing from, a place of business with intent to defeat or delay creditors, should be declared to be Acts of Bankruptcy, on which a receiving order should be made. The latter is, under the present law, a ground for adjudicating a trader, and the lying in prison under a warrant of arrest in execution of a decree, a ground for adjudicating a non-trader a bankrupt. There seems to my Committee no good reason why they should be omitted from the proposed Act; more especially as cases can readily be conceived in which the omission of these circumstances as acts of Bankruptcy might give rise to difficulty. The lying of a debtor in prison is sufficient to give the proposed Bankruptcy Court jurisdiction, and it ought therefore to be declared to be an act of Bankruptcy. It does not

appear to my Committee that paragraphs 19, 20, and 21, of the Statement of Objects and Reasons, give any good reason for excluding the jurisdiction of the Court in cases where persons are personally subject to the jurisdiction otherwise, and by reason of their being imprisoned, or having, within a twelve month, ordinarily resided or had a place of business within the local limits of the court's judisdiction. At present, persons who come to Calcutta to sell produce, purchase goods, or to make contracts in this city for such purposes, are in respect of such contracts liable to be sued in the Calcutta High Court. As the Draft Bill is framed, a Calcutta merchant who had obtained a decree against a person in the position referred to, would be unable to avail himself of the provisions of the proposed Bankruptcy Act for enforcing payment of the amount for which he had obtained a decree. My Committee are decidedly of opinion that it would be a great advantage to the mercantile community if, in the proposed Act, the Bankruptcy jurisdiction were extended so as to include all cases in which the High Court has jurisdiction to entertain a suit.

The Order and Disposition clause, section 38, sub-section 3, provides for all moveable property in the order and disposition of a Bankrupt with the consent of the true owner being dealt with as the property of the insolvent. This sub-section 3 is substantially identical with the order and disposition clause in the present Act. Under the section of the existing Act it has been held that property left by the true owner being a mortgagee in the possession of a firm, the resident member of which becomes an insolvent is not in the possession, order, or disposition of the insolvent within the meaning of the Act, inasmuch as it is not in his sole possession, order, or disposition, but in that of himself and his absent partners jointly. It was therefore ruled in ex-parte, Gubboy in *re* Morgan (I. L. R., 6 Cal., p. 633) that the clause does not apply.

It is very rare indeed to find in any business, whether carried on by Europeans or Natives, that all the partners are resident, and this being so the ruling referred to has, in a large majority of cases, the effect to a great extent of nullifying the possession order or disposition clause which is a very useful position to be maintained in the interests of the creditors generally of a bankrupt estate. My Committee would therefore suggest that sub-section 3 of section 38 of the Draft Bill should be amended in a way to meet the difficulty which the decision in Gubboy in *re* Morgan has raised. Possibly section 102 of the Bill, which provides that a creditor of a firm may proceed in bankruptcy against the firm in the name in which it carries on business may in the case of some of the acts of Bankruptcy specified in section 30 of the Bill, get over the difficulty which has been pointed out. But the matter is doubtful, and the question is one of such great importance that my Committee consider the doubt should be removed as far as possible.

My Committee cannot accept the suggestion made in section 88, that any of the functions of a Court of Bankruptcy should be delegated to a Small Cause Court Judge. The Small Cause Court is a Court of Summary Jurisdition. Its files are overloaded with business, and to transfer to it insolvency business would alter the character of the court, establish dual insolvency jurisdictions in the Presidency towns, and prove an inconvenience, instead of a convenience to the public. The preferable course would be to follow existing precedents and provide for the appointment of a Registrar of the Bankruptcy Court. The work could not be imposed upon the Registrar of the High Court, for the officer in the Calcutta High Court is already overburdened with business. A Registrar of the Bankruptcy Court might have delegated to him duties similar to those performed by Registrars in Bankruptcy at home. He might also perfrom the functions which under the

English Bankruptcy Act are fulfilled by the Board of Trade. It would probably be found a convenience if affidavits, which have to be made in England and Scotland in cases of Indian Bankruptcy, should be sworn before the permanent Commissioners already appointed by the Indian High Courts to take affidavits in those countries, and that affidavits sworn before such Commissioners should be admissible in Bankruptcy proceedings in this country.

My Committee consider that a Trustee appointed under section 20 should, unless good cause can be shown to the contrary, invariably be a creditor of the insolvent; such a Trustee once appointed should only be removeable by order of the court and upon cause shown. My Committee do not think it would further the ends of justice to allow a Trustee, so far as his work is concerned, to be at the risk of disputes amongst the creditors. Besides, by making him removeable only by an order of court, a greater directness of responsibility is obtained, and by so much a greater security for the interests of all concerned. Where a Trustee is appointed, my Committee incline to think that he should liquidate the Bankrupt's estate under the inspection of the Official Receiver, who in such a case would fulfill the functions of a Committee of Inspection.

Section 26 might be amended so as to give the court power to order, according to the information elicited in the course of proceedings before it, any person to deliver over any money or property which that information might show to have been received from the insolvent as the result of a fraudulent preference, as also any property vested in him by a fraudulent settlement or which he appeared to hold benami for the bankrupt.

Sub-section 5 of section 2 appears to have taken no account of the possibility of creditors residing out of India. In such a case the notice of 14 days provided by

the sub-section would be insufficient. The sub-section might be so amended as to show clearly the distinction between English and Indian creditors as respects the notice.

In section 32 there is an omission. The section provides for accounts to be taken when there have been mutual dealings between a bankrupt and any other person, but does not state to whom the account shall be rendered.

Section 38 gives Rs. 200 as the value of the excepted articles. The existing Act gives Rs. 300 as the value of such articles, and my Committee do not see why this limit should not be maintained in the proposed Act.

My Committee would suggest that the time allowed under section 48 for a Trustee to disclaim onerous property should be enlarged from two months to six months. The circumstances of India are in every way so different from those in England, and such great difficulty attaches to a proper ascertainment of the character of properties, that to limit the period of disclaimer under this section to two months only, would, my Committee believe, seriously interfere with its working.

My Committee would make the permission vested by section 50 in the Committee of Inspection depend rather upon an order of the Court. The same remark applies to section 57.

Clause 2 of section 52 appears to overlook the radical differences between separate and joint estates. These differences ought to be acknowledged so far, that the direction to declare dividends together should be amended and powers given to declare dividends separately.

It would facilitate business if the latter portion of clause 3 of section 64 from the words "The officer shall," &c., to the words "duly sanctioned" were omitted. If a Trustee or Manager acts with the permission of the court

under sections 50 and 57 there is no need for him to take further sanction for the details dealt with in this sub-section, more especially as all charges incurred under this sub-section must be taxed.

Referring to section 65, my Committee would not recommend any interference with the existing system by which Bankruptcy estate accounts are kept in the name of the Official Assignee and audited by Government officials, who submit half-yearly reports on such audit to the High Court. The like remark applies to section 67 clause 1,

In section 94, which gives the court power to change the carriage of proceedings, my Committee would include besides any other creditor, the Trustee or the Official Receiver, as persons who might be substituted to carry on the proceedings.

In section 103 clause *b*, my Committee can see no reason for making the action of the Official Receiver depend upon the "permission of the court," and would recommend that those words be omitted.

My Committee would add to the offences punishable under section 105 of the Bill, the following:—Failing to give proper assistance in realising his assets, procuring or assisting to raise a fraudulent claim against the assets of the estate, improperly interfering with the realisation of the assets, fraudulently making away with property, doing that which might result in preventing the disposal of the property at its proper value, showing a fraudulent preference to any creditor or entering into any composition with any creditor, inducing any creditor by an improper preference, or otherwise to neglect or delay to proceed with a petition or to agree to the discharge of the bankrupt.

My Committee cannot approve of the transfer of offences provided for in section 110, and would prefer that the

Bankruptcy Court should itself deal with offences under the Bankruptcy Act.

The wording of section 113, providing for the exclusion of partnerships and companies should be made more clear. As it stands, it might be objected that it excludes ordinary business partnerships from the operation of the Act, which is against the present practice as well as against the spirit of the Draft Act itself.

My Committee cannot see what utility will result from changing the designation of the "Official Assignee" to that of "Official Receiver." There is already an officer of the High Court known by this latter designation, and to retain the style "Official Receiver" would be to introduce something of confusion, and to change a title throughly well-known and comprehended.

In conclusion, my Committee desire me to repeat their opinion that the Draft Bill is an advance upon the existing Act. They would suggest that the legislature should consider the expediency of retaining chapter 20 of the Civil Procedure Code as regards the local limits of the Courts established under the Bankruptcy Law, and they would again urge that, in the consideration of the Draft Bill, the utmost weight and the most careful attention should be given to the points of difference between the circumstances of England and India.

MEMBERS WITHDRAWN.

The list of Members has been reduced by the withdrawal of Messers. Grindlay and Co., and the closing of business by Messers. Rentiers and Co.

NEW MEMBERS.

The following firms and Companies have been admitted as Members of the Chamber subject to the usual confirmation :—

MESSRS. BIRD & CO.

THE BENGAL COAL CO., LD.

MESSRS. PEEL, JACOB & CO.

THE CALCUTTA LANDING AND SHIPPING COMPANY.

MESSRS. R. STEEL & CO.

FUNDS OF THE CHAMBER.

The balance at credit of the Chamber, exclusive of Rs. 2,500 in 4 per cent Government Securities, was as under :—

On 31st December 1885	...	Rs.	4,703	3 8
On 30th April 1886	...	,,	4,135	13 9

D. CRUICKSHANK,
President.

BENGAL CHAMBER OF COMMERCE.

Abstract of Receipts and Disbursements from 1st January to 31st December 1885.

RECEIPTS.				DISBURSEMENTS.			
BALANCE, 1ST JANUARY 1885—							
Cash in Bank of Bengal ...	621 12 8			Establishment	13,774 15 9		
Do. in hand	762 7 8	1,384 4 4		Banian's Commission	407 4 3		
				Office Rent	1,900 0 0		
Subscriptions	14,896 0 0			Stationery	382 1 0		
Price Current & other Publications	4,611 3 8			Stamps	313 1 6		
Monthly payments by Association under Chamber	5,510 0 0			Telegrams	36 5 0		
Interest on Government Paper ...	200 0 0			Printing and Binding	3,599 4 0		
		25,217 3 8		Petty Charges	368 12 4		
				Newspapers and Books	1,332 15 9		
Proceeds of Sale of Government Paper for Rs. 7,500... ...	... ...	7,113 13 4		Law Charges...	52 0 0	22,166 11 7	
				Lithographic Press, &c.	... ...	424 8 9	
Interest on Securities deposited ...	... ...	40 0 0		Arranging Records and making Catalogue of Books	... ...	370 10 8	
				Retiring Donation to Mr. Wood ...	5,000 0 0		
				Pension £83-15-0 ,, ...	1,090 2 8		
						6,090 2 8	
						29,052 1 8	
				BALANCE, 31ST DECEMBER 1885—			
				Cash in Bank of Bengal ...	4,575 5 9		
				Do. in hand	127 13 11		
						4,703 3 8	
Total Rs. ...	... ...	33,755 5 4		Total Rs. ...	... ...	33,755 5 4	

BROWNE, LOVELOCK & LEWES,
CHARTERED ACCOUNTANTS,
Auditors.

21*st May* 1886.

GOVERNMENT SECURITIES—

Balance at 31st December 1884 ...	10,000 0 0	
Sold during year	7,500 0 0	
Balance Rs. ...	2,500 0 0	

BENGAL CHAMBER OF COMMERCE.

Abstract of Receipts and Disbursements from 1st January 1886 to 30th April 1886.

RECEIPTS.			DISBURSEMENTS.		
BALANCE, 1ST JANUARY 1886 :—			Establishment	4,454 15 6	
Cash in Bank of Bengal ...	4,575 5 9		Office Rent	800 0 0	
Cash in hand	127 13 11		Stationery	67 0 6	
		4,703 3 8	Stamps	148 5 0	
			Telegrams	225 8 0	
			Printing and Binding	1,618 8 0	
			Petty Charges	187 2 9	
			Newspapers and Books ...	1,046 14 4	
Subscriptions	3,804 0 0		Law Charges	288 0 0	
					8,236 6 1
Price Current and other Publications	1,525 9 0		Office Furniture	.....	160 0 0
			Pension to Mr. Wood £ 83-15-0 ...	.....	1,120 8 10
Monthly Payments by Associations under Chamber ...	3,100 0 0		Interest on Government Securities and Deposits	.....	80 0 0
Calcutta Hydraulic Press Association	600 0 0				
		9,029 9 0			9,596 14 11
			BALANCE, 30TH APRIL 1886 :—		
			Cash in Bank of Bengal ...	4,078 6 4	
			Cash in hand	57 7 5	
					4,135 13 9
TOTAL RS. ...	.....	13,732 12 8	TOTAL RS. ...	.....	13,732 12 8

BROWNE, LOVELOCK & LEWES,
CHARTERED ACCOUNTANTS,
Auditors.

GOVERNMENT SECURITIES ... 2,500 0 0

S. E. J. CLARKE,
Secretary.

APPENDIX.

MEMBERS OF THE CHAMBER OF COMMERCE.

Agelasto, A., and Co.
Apcar and Co.
Anderson, Wright and Co.
Acerboni, F., and Co.
Barlow and Co.
Bengal Coal Co.
Begg, Dunlop and Co.
Bird and Co.
Browne, Lovelock and Lewes.
Burn and Co.
Blackwood, Blackwood and Co.
Barry and Co.
Balmer, Lawrie and Co.
Bengal Coal Company.
Carlisles, Nephews and Co.
Carritt and Co.
Calcutta Landing & Shipping Co.
Cohn Brothers and Fuchs.
Crooke, Rome and Co.
Duncan Brothers and Co.
Dwarkanath Dutt and Nephew.
Ernsthausen and Co.
Ewing and Co.
Elliott, John and Co.
Ezra, J. E. D. and Co.
Finlay, Muir and Co.
Forrest, W., Esq., *Agent, Chartered Bank of India, Australia, and China.*
Gisborne and Co.
Graham and Co.
Gubboy, Elias S., Esq.
Henderson, George and Co.
Heilgers, F. W. and Co.
Hoare, Miller and Co.
Huber and Co.
Hodgson, J. G., Esq., *Agent, Hong-Kong and Shanghai Banking Corporation.*
Hurry Doss Dutt and Co.
Jardine, Skinner and Co.
Jefferson, W. E. S., Esq., *General Manager, The Planters' Stores and Agency Company, Limited.*
Kettlewell, Bullen and Co.
Kelly and Co.
Ker, Dods and Co.
King, Hamilton and Co.
King, W. Vale, and Co.
Landale and Morgan.
Longmuir, Thos., Esq., *Manager, Delhi & London Bank, Limited.*
Murray, R., Esq., *Agent, Chartered Mercantile Bank of India, London and China.*
Mitchell, Reid and Co.
Mackillican, J. and Co.
Mackinnon, Mackenzie and Co.
Mackenzie, Lyall and Co.
Macneill and Co.
Macknight, Anderson and Co.
Marquardt C. and Co.
McIntosh, A. R. and Co.
Mitchell and Waller
Moran, W. and Co.
Oldemeyer and Hadenfeldt.
Payn, T., Esq., *Manager, Comptoir d'Escompte de Paris.*
Peel, Jacob and Co.
Petrocochino Brothers.
Prawnkissen Law and Co.
Pigott, Chapman and Co.
Pallachi, F. C. and Co.
Ralli Brothers.
Reinhold and Co.
Schroder, Smidt and Co.
Schoene, Kilburn and Co.
Sassoon, David and Co.
Sallugram Khunnah and Co.
Steel, Octavius and Co.
R. Steel and Co.
Struthers and Co.
Thomas, J., and Co.
Toomey, J. A. Esq., *Manager, National Bank of India.*
Turner, Morrison and Co.
Ullmann, Hirschhorn and Co.
Uloth, H. W., Esq., *Superintendent, P. & O. Company.*
Whitney, Brothers and Co.
Williamson, Magor and Co.
Wood, W., Esq., *Manager, Agra Bank.*
Yule, Andrew and Co.

Honorary Members:

J. A. Crawford, Esq., C. S., late Collector of Customs,
Major L. Conway-Gordon, R. E.

RULES AND REGULATIONS

OF THE

BENGAL CHAMBER OF COMMERCE.

First....That the Society shall be styled "THE BENGAL CHAMBER OF COMMERCE."

Second...That the object and duty of the Bengal Chamber of Commerce shall be to watch over and protect the general commercial interests of the Presidency of Bengal, and specially those of the Port of Calcutta; to employ all means within its power for the removal of evils, the redress of grievances, and the promotion of the common good; and, with that view, to communicate with Government, public authorities, associations, and individuals; to receive references from, and to arbitrate between, parties willing to abide by the judgment and decision of the Chamber; and to form a code of practice to simplify and facilitate transaction of business.

Third.....That merchants, bankers, ship-owners, and brokers shall alone be admissible as members of the Chamber.

Fourth...That candidates for admission, as members of the Chamber, shall be proposed and seconded by two members, and may

be elected by the Committee provisionally, such election being subject to confirmation at the next ensuing General Meeting.

Fifth.....That the subscription of firms and banks shall be 16 rupees per mensem, of individual members 10 rupees per mensem, and of mofussil members 32 rupees per annum.

Sixth.....That any member of the Chamber whose subscription shall be three months in arrears shall cease to be a member, and his name shall be removed by the Committee from the list of members after one month's notice of such default.

Seventh...That the business and funds of the Chamber shall be managed by a Committee of not less than five nor more than seven members, including the President and Vice-President, to be elected annually at a General Meeting of the Chamber in the month of May; the President, or, in his absence, the Vice-President, being ex-officio Chairman of the Committee, and in the absence of the President and Vice-President, the Committee to elect its own Chairman. Three to form a quorum.

Eighth...Annual elections of President, Vice-President, and members of the Committee shall be determined by a majority of votes of members, such votes being given in voting-cards, to be issued by the

Secretary, numbered and bearing his signature; and no voting-card shall be received for such purpose unless so authenticated. All vacancies created by the absence of the President, or Vice-President, from the Presidency for three months, or by departure for Europe, or by death, shall be forthwith filled up, and the election determined by votes to be taken as above and declared by the Committee. All vacancies created as above by the absence, departure, or death of any of the members of the Committee, shall be forthwith filled up by selection by the Committee, subject to approval at first Ordinary General meeting thereafter.

☞ *It is specially requested that before a member is returned to serve on the Committee, his nominator shall have ascertained his willingness to accept office in the event of his election by voting-cards.*

Ninth....That parties holding powers of procuration shall, in the absence of their principals, be eligible to serve as members of the Committee.

Tenth.....Two members of a firm, or representatives of a bank, shall not serve on the Committee at the same time.

Eleventh.....That the Committee shall meet for the purpose of transacting such business as

may come within the province of the Chamber at such times as may suit their convenience, and that the record of their proceedings be open to the inspection of members, subject to such regulations as the Committee may deem expedient.

Twelfth....That all proceedings of the Committee be subject to approval or otherwise of General Meetings, duly convened.

Thirteenth....That a half-yearly report of the proceedings of the Committee be prepared, printed, and circulated for information of members three days previous to the General Meeting at which such report and proceedings of the Committee shall be submitted for approval.

Fourteenth....That the Secretary shall be elected by the Committee; such election to be subject to confirmation at the next ensuing General Meeting.

Fifteenth....That General Meetings of the Chamber shall be held at such times as the Committee may consider convenient for the despatch of business.

Sixteenth....That any number of members present shall be held to constitute a General Meeting, called in conformity with the Rules of the Chamber for the despatch of ordinary business.

Seventeenth....That on the requisition of any five members of the Chamber, the President, or, in his absence, the Vice-President, or Chairman of Committee, shall call a Special General Meeting, to be held within 15 days subsequent to receipt of such requisition.

Eighteenth....That every subscribing firm or bank shall be entitled to one vote only, and that the Chairman of Committee and Chairman of General Meetings and Special General Meetings shall have a casting vote in cases of equality of votes.

Nineteenth...That parties holding powers of procuration shall, in the absence of their principals, be entitled to vote.

Twentieth...That voting by proxy shall be allowed; provided proxies are in favour of members of the Chamber.

Twenty-first....That the Chamber reserves to itself the right of expelling any of its members; such expulsion to be decided by the votes of three-fourths of members present, in person or by proxy, at any Special General Meeting of the Chamber convened for the consideration of such expulsion.

Twenty-second....That strangers visiting the Presidency may be admitted by the Committee as honorary members for a period not exceeding two months.

Twenty-third....That no change in the rules and regulations of the Chamber shall be made, except by the votes of a majority of the members of the Chamber, present in person or by proxy, at a Special General Meeting, to be held after previous notice of three months.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 18th June 1861,—with effect from 1st January 1862.

1.	On the sale, purchase, or shipment of Bullion, Gold Dust or Coin	1	per cent.
2.	On the purchase (when in funds) or sale of Indigo, Raw Silk, Silk Piece-Goods, Opium, Pearls, Precious Stones, or Jewellery	2½	„
3.	On purchasing ditto when funds are provided by the Agent	5	„
4.	On the sale or purchase of all other goods—the commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ...	5	„
5.	On returns for Consignments if made in produce ...	2½	„
6.	On returns of Consignments if in Bills, Bullion, or Treasure	1	„
7.	On accepting Bills against Consignments ...	1	„
8.	On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ...	2½	„
9.	On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee	half com.	
10.	On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent. ...	2½	per cent.
11.	On ordering, or receiving and delivering goods, or superintending the fulfilment of contracts, or on the shipment of goods, where no other commission is derived	2½	„
12.	On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money	2½	„
13.	On *del-credere*, or guaranteeing the due realisation of sales	2½	„
14.	On the management of Estates for Executors or Administrators	2½	„

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... ... 2½ per cent.
16. On advertising as the Agents for Owners or Commanders of ships for Cabin passengers, on the amount of passage money, whether the same shall pass through the Agents' hands or not ... 2½ „
17. On procuring freight for a ship by a shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains, or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... 5 „
18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 „
19. On engaging troops for a ship to Great Britain or elsewhere, on the gross amount of passage money for rank and file ... ... 2½ „
20. On realising inward freight, inward troops, Emigrant, or Cabin passage money ... ... 2½ „
21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned, on the declared value of all such goods as may be re-shipped, and on the nett proceeds of all such goods as may be publicly sold ... 5 „
If Opium, Indigo, Raw Silk, or Silk Piece-Goods ... 2½ „
If Treasure, Precious Stones, or Jewellery ... 1 „
22. On effecting Insurances, whether on lives or property ... ... 2½ „
23. On settling Insurance claims, losses, and averages of all classes, and on procuring returns of premium ... ... 2½ „
24. On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... 1 „
25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... 2½ „
Or, if recovered by such means ... ... 5 „
26. On Bills of Exchange returned dishonored ... 1 „
27. On collecting House Rent ... ... 2½ „
28. On ship's Disbursements ... ... 2½ „

29.	On realising Bottomry Bonds, or negotiating any loan on *respondentia*	2½	per cent.
30.	On granting Letters of Credit	1	„
31.	On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase, from one class to another	½	„
32.	On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value.	½	„
33.	On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged	½	„

☞ Brokerage when paid is to be separately charged.

S. E. J. CLARKE,
Secretary.

Tonnage Schedule and Measurement Rules for the Port of Calcutta.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in *ditto*	20	.....
Aniseed, in bags	8	.....
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Asafœtida, in bags and boxes	20	.....
Apparel, in boxes	.....	50
Bark, in bags	8	.....
Bees' Wax	20 gross.	
Barilla	20	.....
Betel-nut	20	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robins	8	.....
" boxes	.....	50
Cassia, in boxes	.....	50
" bags	12	.....
Castor Seed	15	.....
Chillies (dry), in bags	8	.....
China Root, in bags	11	.....
" boxes	.....	50
Chiretta	.....	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags	8	.....
" boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
" casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Copras, or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton	5 bales not exceeding	52
Cowries	20	.....
Cummin Seed	8	.....
" Black	8	.....
Cutch, in bags	18	.....
Dates, wet	20	.....
" dry	16	.....
Dholl	20	.....
Elephant's Teeth, in bulk	20	.....
Furniture	.....	50

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Garlic and Onions	2	
Ginger	16	
Gram	20	
Gums, in cases		50
Gunny Bags and Gunny Cloth		50 not exceeding 2,240 lbs. gross.
Gunjah		50
Hemp	5 bales not exceeding	52
Hides, Buffalo or Cow, cured	14	
Hoofs, Horn Shavings and Tips	20	
Horns, Cow, Buffalo, or Deer	20	
India Rubber, in bags	16	
„ cases		50
Indigo		50
Iron	20	
Jute	5 bales not exceeding	52
Jute Cuttings	5 bales not exceeding	52
Lac Dye		50
Lard	20 gross.	
Linseed	20	
Mace		50
Machinery	20	
Metals	20	
Mathie Seed	18	
Myrabolams	16	
Molasses	2 puncheons or 4 hhds.	
Mother o'Pearl, in bags	20	
„ chests	20	
Munjeet		50
Mustard or Rape Seed	20	
Niger Seed	20	
Nutmegs, in cases or casks		50
Nux Vomica	16	
Oats	16	
Oil, in cases		50
„ casks	4 hhds.	
Opium	per chest.	
Paddy	16	
Palmatine, in bags	16	
Peas	20	
Pepper, Long	12	
„ Black	14	
Planks and Deals		50
Poppy Seed	20	
Putchuck	10	
Rags		50
Raw Silk, in bales	10	
Rattans, for dunnage	20	
Red Wood, ditto	20	
Rhea	5 bales not exceeding	52
Rice	20	

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Rope, in coils	.....	50
„ Lines and Twines, in bundles ...	16	.....
Rum, in casks	2 puncheons or 4 hhds	
Safflower	.....	50
Sago, in cases	.....	50
Sal-ammoniac, in bags	20	.....
„ boxes	20 gross.	
Saltpetre	20	.....
Salt	20	.....
Sapan Wood, for dunnage	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
„ bags	16	.....
Senna	.....	50
Shells, rough, in bags	20	.....
Shell-lac, in cases	.....	50
„ bags	16	.....
Silk Chussum	.....	50
„ Waste	.....	50
Silk Piece-Goods	.....	50
Skins	14	.....
Soap, country, in cases	.....	50
„ bags	15	.....
„ bar	20	.....
Stick Lac, in cases	.....	50
„ bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20	.....
Talc	20	.....
Tamarinds, in cases or casks	20	.....
Tapioca	.....	50
Tea	.....	50
Teel Seed	20	.....
Timber, round	.....	40
„ squared	.....	50
Tincal	20	.....
Tobacco, in bales	16	.....
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat	20	.....
Wool	.....	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed are screwed in bales varying from 300 *to* 400 *lbs.*

Bengal Chamber of Commerce.

At a Special General Meeting of the Chamber, held on the 4th of October 1883, *the following Resolution was adopted:*—

"*That Rule* 1 *under the Chamber's Tonnage Schedule be altered as follows, in accordance with the Resolutions proposed and adopted by the mercantile community at their meeting on the* 3*rd July* 1883, *and in accordance with the notice issued by the Chamber of Commerce on the* 4*th July* 1883, *under Rule* 23 *of the Chamber*," viz.:—

1.—That where freight is payable by measurement, measurement be by sworn measurers, to be placed under the direction of the Bengal Chamber of Commerce.

2.—That measurement be taken at place of shipment, *i. e.*, exporting wharf, jetty or press-house where adjacent to place of shipment, at measuring Superintendent's discretion, but only whilst the bales are actually being removed in course of shipment.

3.—That such measurement be final.

4.—That in cases of shut-out cargo, or cargo transferred from one vessel to another, original measurements to hold good.

5.—But that any cargo re-landed be re-measured.

6.—That measurement be taken at the largest part of the bale, inside the lashing on the one side, and outside on the other.

7.—That the measurement of jute shipped without measurement shall be entirely at shipper's risk, and that measurement be a matter of special arrangement between the shippers and ship. Further, that all expenses connected with the measurement thereof be payable by the shippers.

8.—That all cotton and other baled cargo arriving at the East Indian Railway Company's terminus at Howrah for shipment direct by boat, be measured by the sworn measurers in the Railway Company's sheds, while being removed in actual course of shipment.

9.—That all baled cargo passed at, or exported from, any of the press-houses to which a sworn measurer may be attached, be treated in the manner as jute, and as provided for in the 2nd resolution.

10.—That gunny bales packed at, or exported from, mills within the limits of the port, be also measured as described in the 2nd resolution.

11.—That gunny bales or other cargo exported by boat direct from outside the limits of the port, be measured by the sworn measurers on the deck of the ship or alongside, but it shall be optional with outside mills and press-houses to make arrangements with the Managing Committee, on such terms as may be mutually agreed on, for the attendance of sworn measurers, at their ordinary shipping wharves for measurement in accordance with Rule 2.

12.—That all baled, cased, or other cargo, not provided for in any of the foregoing resolutions, and which at present is measured on this side, under any of the tonnage schedules now in use in the port, or which may require to be measured on this side, by a special arrangement made between shippers and ship, that all such cargo be measured on the Custom House wharf (if for export by boat) or in the jetty sheds (if for shipment through the jetties) by the sworn measurers.

13.—That for the present the sworn measurers to be appointed to carry out this scheme be placed under the direction of a representative Committee to be nominated by the Committee of the Chamber of Commerce.

14.—That the charge for measurement be defrayed by the ship.

15.—That goods in casks or cases be calculated at gross weight when paying freight by weight.

At a Special General Meeting of the Chamber, held on the 29*th November* 1883, *it was resolved*—

That for Gunny Bags and Gunny Cloth the ton shall be 50 cubic feet, not exceeding 2,240 lbs. "*gross*."

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*":—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas and all Metals.

H. W. I. WOOD,
Secretary

1*st January* 1884.

New Tonnage Schedule and Measurement Rules for the Port of Bombay.

ARTICLES.	STEAMERS, OLD SCALE.	STEAMERS, NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Assafœtida, in cases	40 feet.	.....	50 feet.
Bajree, in bags	16 cwt.	18 cwt.	20 cwt.
Barilla	16 „	.....	20 „
Barley (in bags)	.....	15 cwt.	.....
Bees' Wax, in cases	40 feet.	.....	50 feet.
Betelnut, in bags	13 cwt.	.....	16 cwt.
Blackwood, in straight square logs	40 feet.	.....	50 feet.
Do. otherwise	16 cwt.	.....	20 cwt.
Bone meal and Bone dust ...	.....	20 cwt.	20 „
Bones, crushed, in bags ...	.....	.....	.....
Do. loose	.....	.....	.....
Books	40 feet.	.....	50 feet.
Borax, in cases	40 „	.....	50 „
Do. in bags	16 cwt.	.....	20 cwt.
Buffalo horns, in bundles ...	.....	6 cwt.	8 „
Bullion	per cent.	.....	per cent.
Camphor, in cases	40 feet.	.....	50 feet.
Canes, Rattans, in bundles ...	13 cwt.	.....	16 cwt.
Cardamoms, in bundles ...	40 feet.	.....	50 feet.
Cassia Lignea, Fistula, and Buds...	40 „	.....	50 „
Chasum	8 cwt.	.....	10 cwt.
China Root, in cases	40 feet.	.....	50 feet.
Cigars	40 „	.....	50 „
Cinnamon, in bales	.....	.....	6 cwt.
Do. in cases	40 feet.	.....	50 feet.
Cloves, in cases	40 „	.....	50 „
Do. in bags or frazils ...	8 cwt.	.....	10 cwt.
Coals	.....	.....	20 „
Cocoa, in bags	10 cwt.	.....	12 „
Coculus Indicus, in bags ...	13 „	.....	16 „
Coffee, in cases	40 feet.	.....	50 feet.
Do. in bags or frazils ...	12 cwt.	.....	16 cwt.
Coir, in bales	40 feet.	.....	50 feet.
Do. in bundles or loose ...	5 cwt.	.....	6 cwt.
Do. Rope in coils	40 feet.	.....	8 „
Colocynth, in cases	40 „	.....	50 feet.
Colombo Root, in bags	8 cwt.	.....	14 cwt.
Copra, in robins	8 „	.....	12 „
Do. in bags	.....	.....	12 „
Coral, Rough (not specimen), in bags	16 cwt.	.....	20 „
Cotton Seed	.....	13 cwt.	.....
Cotton, in bales	40 feet.	.....	50 feet.
Cowries, in cases	40 „	.....	50 „
Do. in bags	16 cwt.	.....	20 cwt.
Cubebs	10 „	.....	12 „
Cummin Seed, in cases	40 feet.	.....	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed ...	13 cwt.	.....	16 cwt.
Dates, wet	16 „	.....	20 „
Do. dry	13 „	.....	16 „
Dhall, crushed	.....	17 cwt.	.....
Dragon's Blood, in cases ...	40 feet.	.....	50 feet.

ARTICLES.	STEAMERS, OLD SCALE.	STEAMERS, NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton
Ebony, square and straight ...	40 feet.	.....	50 feet.
Do. otherwise	16 cwt.	.....	20 cwt.
Elephants' Teeth, in cases ...	40 feet.	.....	50 feet.
Do. in bundles ...	14 cwt	.....	18 cwt.
Do. loose ...	16 „	.....	20 „
Furniture	40 feet.	.....	50 feet.
Galingals	10 cwt.	.....	12 cwt.
Galls, in bags	13 „	.....	16 „
Do. in cases	40 feet.	.....	50 feet.
Ginger, dry, in cases	40 „	.....	50 „
Do. in bags	10 cwt.	.....	12 cwt.
Gram, in bags	15 „	17 cwt.	20 „
Groundnuts, shelled	13 „	.....	16 „
Do. unshelled	.....	6 cwt.	8 „
Gums, of all kinds, in cases ...	40 feet.	.....	50 feet.
Gum Olibanum, in bags ...	13 cwt.	.....	16 cwt.
Hurtall, in cases	40 feet.	.....	50 feet.
Hemp, in screwed bales ...	40 „	.....	50 „
Do. loose or in bundles ...	5 cwt.	.....	7 cwt.
Hides and Skins, in screwed bales	40 feet.	.....	50 feet.
Do. loose and in small bundles ...	40 „	.....	12 cwt.
Horns, Buffalo and Cow, loose ...	13 cwt.	.....	16 „
Do. Deer, loose	6 „	.....	8 „
Horn Tips, of any kind ...	13 „	.....	16 „
Indigo, in cases	40 feet.	.....	50 feet.
Jackwood	40 „	.....	50 „
Jowaree, in bags	16 cwt.	18 cwt.	20 cwt.
Lac Dye, in shells or cases ...	40 feet.	.....	50 feet.
Lang, in bags	16 cwt.	18 cwt.	20 cwt.
Lang, crushed	.....	17 cwt.	.....
Linseed, in bags	16 „	.....	18 „
Mace, in cases	40 feet.	.....	50 feet.
Maize	.....	16 cwt.	.....
Mother o'-Pearl, in cases ...	40 „	.....	50 „
Do. in bags ...	16 cwt.	.....	20 cwt.
Mowra Flowers	16 „	18 cwt.	20 „
Mowra Seed, in bags	13 „	.....	16 „
Munjeet or Madder Root, in cases or bales ...	40 feet.	.....	50 feet.
Do. in bundles or bags ...	8 cwt.	.....	12 cwt.
Musk, in cases	40 feet.	.....	50 feet.
Mussor, in bags	16 cwt.	20 cwt.	20 cwt.
Myrabolams, in bags	13 „	.....	16 „
Niger Seed	14 „	.....	17 „
Nutmegs, in cases	40 feet.	.....	50 feet.
Nux Vomica, in cases	40 „	.....	50 „
Do. in bags	13 cwt.	.....	16 cwt.
Oil, of any kind, in casks ...	40 feet.	.....	210 Im. gals.
Oil Seeds—			
Castor Seed	14 cwt.	.....	17 cwt.
Teel or Gingelly Seed ...	14 „	15 cwt.	.....
Rape Seed	14 „	16 „	.....
Mustard Seed	14 „	16 „	.....

Articles.	Steamers, Old Scale.	Steamers, New Scale.	Ships.
	To the Ton.	To the Ton.	To the Ton.
Opium	per chest.	....	per chest.
Paddy, in bags	13 cwt.	.....	16 cwt.
Pepper, in bags	13 „	.....	16 „
Pimento	12 „	.....	14 „
Plumbago, in bags	16 „	.....	20 „
Poppy Seed, in bags (1½ cwt.)	14 „	.....	17 „
Poppy Seed, double bags (1½ „)	13 „	.....	16 „
Do. single bags (1¼ „)	14 „	.....	17 „
Do. double bags (1¼ „)	14 „	.....	17 „
Rattans, in bundles	13 „	....	16 „
Do. Ground	13 „	....	16 „
Red Wood	13 „	....	16 „
Rhubarb, in cases	40 feet.	....	50 feet
Rice, in bags	16 cwt.	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	.....	50 feet.
Do. in screwed bales ...	40 „	.....	50 „
Do. in bags	8 cwt.	.....	10 cwt.
Sago, in cases	40 feet.	.....	50 feet.
Sal Ammoniac, in cases ...	40 „	.....	50 „
Do. in bags ...	15 cwt.	.....	18 cwt.
Salt	.....	28 Indian maunds of 82⅔ lbs.	28 Indian maunds of 82⅔ lbs.
Saltpetre	16 cwt.	.....	20 cwt.
Sandal and Sapan Wood ...	11 „	.....	16 „
Sealing Wax, in cases	40 feet.	.....	50 feet.
Senna, in bags	5 cwt.	.....	6 cwt.
Do. in bales	40 feet.	.....	50 feet.
Shells, Rough, in bags	16 cwt.	.....	20 cwt.
Silk, in bales	8 „	.....	10 „
Do. in cases	40 feet.	.....	50 feet.
Soap, in cases	40 „	.....	50 „
Sugar, in bags	16 cwt.	.....	20 cwt.
Talc	16 „	.....	20 „
Tallow	40 feet.	.....	50 feet.
Tamarinds	15 cwt.	.....	18 cwt.
Tea, in chests	40 feet.	.....	50 feet.
Timber, Teak: Square Planks and Poon	40 „	.....	50 „
Do. Round, one-fifth off	... ...	.....	.....
Tobacco, in bales	40 „	.....	50 „
Tortoise Shells, in chests ...	40 „	.....	50 „
Turmeric, in bags	11 cwt.	.....	13 cwt.
Tutenague	16 „	.....	20 „
Unrated Wood	11 „	.....	14 „
Whanghees (*vide* Canes) ...	13 „	.....	16 „
Wheat	16 „	18 cwt.	20 „
Wines and Spirits, in casks ...	40 feet.	.....	50 feet.
Do. in cases ...	40 „	.....	50 „
Wool, in screwed bales	40 „	.....	50 „
Zedory	16 cwt.	.....	20 cwt.
Weed Seed, (in bags)	.....	10 cwt.	.....

Bombay Chamber of Commerce,
20*th July* 1883.

REVISED SCALE OF TONNAGE FOR SAILING VESSELS AND STEAMERS.

In force on and after 1st July, 1886.

Freight Payable on Nett Weight delivered or on Measurement delivered.

DEAD WEIGHT.

	1 Ton.
Alum in bags ...	20 cwt.
Antimony Ore	20 ,,
Arrow-root in bags	20 ,,
Bees' Wax ,, ,,	20 ,,
Do. ,, ,, cases	50 c. feet
Camphor ...	50 ,,
Coffee in bags ...	16 cwt.
Cowries in bags	20 ,,
Do. ,, cases	50 c. feet
Cutch in boxes	18 cwt.
Gambier ordinary screwed	20 ,,
Do. Screwed Cubes in bales ...	16 ,,
Gram ...	20 ,,

	1 Ton.
Gum Benjamin block in cases ..	20 cwt.
Gum Copal in bags	18 ,,
Metals ...	20 ,,
Rice ...	20 ,,
Sago-Pearl in bags	18 ,,
Sago-Flour ,,	20 ,,
Saltpetre ...	20 ,,
Sugar in bags or baskets	20 ,,
Tallow in casks or cases	50 c. feet
Do. ,, tins	20 cwt.
Tapioca Flake	14 ,,
Do. Pearl	18 ,,
Do. Flour	20 ,,
Tin Ore ...	20 ,,

LIGHT FREIGHT.

	1 Ton.
Arrack in casks	50 c. feet
Arrow-root in boxes	50 ,,
Betelnut in bags	14 cwt.
Borneo Rubber in baskets	12 ,,
Do. ,, cases	50 c. feet
Canes Malacca	1200 in No.
Do. other kinds	1000 ,,
Cardamums in bags	12 cwt.
Do. ,, cases	50 c. feet
Cassia Buds ...	50 ,,
Cassia in cases...	50 ,,
Do. ,, bundles	50 ,,
Cigars ...	50 ,,
Cloves in bags ...	10 cwt.
Cloves in cases	50 c. feet
Clove Stems in bags	8 cwt.
Copra ...	12 ,,
Cordage ...	50 c. feet
Cotton ...	50 ,,
Cubebs ...	8 cwt.
Cubeb Stems in bags	8 ,,
Dragon's Blood	50 c. feet
Elephant's Teeth	15 cwt.
Fish Maws in cases	50 c. feet
Gambier unscrewed in bags	10 cwt.
Do. in baskets	8 ,,
Gambouge, Gum Arabic, Gum Benjamin loose in cases, Gum Copal, Gum Dammar	in cases 50 c. feet
Gutta Percha loose	12 cwt.
Gutta Percha in bags or baskets ..	12 ,,
Gutta Percha in cases	50 c feet
Hemp in bales	12 cwt.

	1 Ton.
Hides, Buffalo in bales or loose ...	10 cwt
Hides, Buffalo, tanned	12 ,,
Do. Cow ...	12 ,,
Horns, Buffalo in baskets	7 ,,
Do ,, loose	9 ,,
Illipe Nuts ...	12 ,,
India Rubber in baskets	10 ,,
Do. ,, cases	50 c. feet
Mace and Nutmegs in cases ...	50 ,,
Oil ...	50 ,,
Paddy ...	12 cwt.
Patchouli in bales	50 c. feet
Pepper Black	12 cwt.
Do. Long	10 ,,
Do. White	14 ,,
Piece Goods ...	50 c. feet
Rattans ...	7 cwt.
Rum in casks ...	50 c. feet
Sago in boxes	50 ,,
Sandal-wood ...	8 cwt.
Sapan-wood ...	8 ,,
Shells, Green Snail in baskets ...	8 ,,
Do. M. O. P. do.	18 ,,
Do. other kinds do.	10 ,,
Do. in cases	50 c. feet
Silk Raw ...	50 ,,
Sticklac in cases	50 ,,
Sugar Candy ..	50 ,,
Tapioca in boxes	50 ,,
Tea ...	50 ,,
Teel Seed ...	14 cwt.
Tobacco ...	50 c. feet
Tortoise Shell...	50 ,,

Dunnage and Broken Stowage in all cases 20 cwt.

CHAMBER OF COMMERCE,
Penang, 21st December 1885.

Forms of Bill of Lading and Boat Note as adopted at a General Meeting of the Chamber of Commerce, on the 17th January 1880.

Shipped in good order and well-conditioned,

by _____

in and upon the good Ship or Vessel called the _____

whereof is Master for this present Voyage _____

and now lying in the Port of Calcutta and bound for _____

_____

being marked and numbered as in the margin, and to be delivered, in the like good order and well-conditioned, at the aforesaid Port

of _____

(The Act of God, the Queen's Enemies, fire, and all and every other dangers and accidents of the Seas, Rivers, and Navigation of whatever nature and kind soever excepted)

unto _____

or to _____ Assigns, Freight for the said Goods

being payable as customary _____

_____

_____

with Average accustomed. In Witness whereof, the Master or Agents of the said Ship hath affirmed to ____ Bills of Lading, all of this tenor and date, one of which being accomplished, the others to stand void.

Dated in CALCUTTA, this _____ day of _____ 18 .

Weight and Contents unknown.

No.....

Calcutta, ...18.....

To

THE COMMANDING OFFICER OF THE

Ship.....

Sir,

Please receive on board the undernoted Goods from Messrs.....

and grant a clean receipt for the same.

N.B.—This cargo is only shipped on the special understanding that the Chief Officer will sign for all counter or quality marks and numbers, and the Bales or Packages are not to be taken on board except on these terms, and also when a Sircar is in attendance to check the tally.

In case of any dispute, the Shippers request prompt information in writing from one of the Officers of the ship.

Marks and Numbers.	Number of Packages.	Description of goods.	

No. .....

Calcutta, ... 18

Received on board the ship ..... in good order and condition, the undermentioned Goods from Messrs. .....

.....

N.B.—The Chief Officer is requested not to take in any package unless he is prepared to sign for all the qualifying marks and numbers.
All packages in bad order must be returned.

Marks and Numbers.	Number of Packages	Description of Goods.	

Arrived alongside .....

Discharged .....

Returned .....

Remarks .....

(Signature) .....

Chief Officer.

Ship .....

Moorings .....

[Printed from a signed copy of Bill of Lading, dated 11th April 1881, agreed on in London by a Committee of Shipowners and Merchants, and lodged with the Secretary Bengal Chamber of Commerce.]

SAILING SHIP BILL OF LADING—CALCUTTA TO UNITED KINGDOM.

Shipped, in good order and condition, by_____

on board the Ship_____ whereof is Master for this present voyage_____ lying in the Port of_____ and bound for_____

_____ being marked and numbered as per margin, and to be delivered in the like good order and condition at the aforesaid Port of_____

(The Act of God; the Queen's enemies; loss or damage from fire on board, in hulk or craft, or on shore; any act, neglect, or default whatsoever of Pilots, Master, or Crew in the Navigation of the Ship in the ordinary course of the voyage; and all and every the dangers and accidents of the seas and rivers, and of navigation of whatever nature or kind, excepted.)

unto_____

or to his or their Assigns. Freight to be paid for the said goods at the rate of_____

without discount, but otherwise subject to the customary mode of payment. Average as accustomed. In the event of claim for short delivery, price to be the market price of the day at Port of discharge on the day of the Ship's reporting at the Custom House, less charges and brokerage.

Weight, contents, and value unknown.

IN WITNESS whereof the Master or Agent of the said Ship has signed_____ Bills of Lading, exclusive of the Master's copy, all of this tenor and date, one of which being accomplished, the others to stand void.

Dated at Calcutta,_____ 188 .

If quality marks are used, they are to be of the same size as the leading marks and contiguous thereto; and if such quality marks are inserted in the Shipping Notes, and the goods are accepted by the Mate, Bills of Lading in conformity therewith shall be signed by the Captain, and the Ship shall be responsible for the correct delivery of the goods.

CONVERSION OF STERLING FREIGHT INTO INDIAN CURRENCY.

The following Resolutions were adopted at a General Meeting of the Chamber, held on the 17th January 1882.

"That the Resolutions adopted, 31st May 1876, respecting "conversion into Indian currency of sterling freight "and commission thereon be hereby rescinded, and "that the following Resolutions be substituted in "their stead, with immediate effect, *viz* :—

1. "That, in the absence of any stipulation to the "contrary, sterling freight payable in Calcutta, in- "cluding differences of freight adjusted in Calcutta, "and all commissions on sterling freight made pay- "able at Calcutta or there brought into account, "shall be reduced into Indian money at the rate of "exchange for Bank Bills on London on demand "which shall have been current on the mail-day "next preceding the day when the amount to be "dealt with shall be ascertained.

2. "That, in the absence of anything to the contrary ex- "pressed, the words 'current rate of exchange' shall "be held to mean the rate current for Bank Bills on "London payable on demand.

3. "That, for the purpose of charging commission or "adjusting differences, freight expressed in dollars "(American) shall be converted into sterling at a "uniform rate of fifty pence per dollar."

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